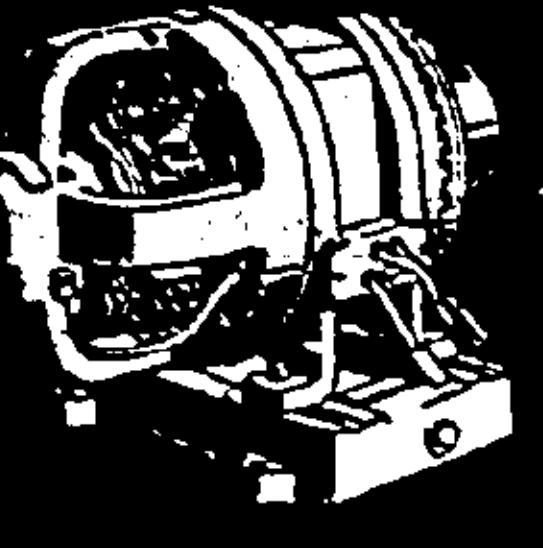


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STOP PRESS TELEGRAMS.

THE FORTITUDE OF PARIS.

OFFICIAL RECOGNITION.

Paris, October 19.
The fortitude of Paris throughout the war will be, this afternoon, rewarded with the *Croix de Guerre*, the presentation being made at the *Hôtel de Ville* by M. Poincaré. The Allies' countries and Cities will be represented. — *Havas*.

EVACUATION OF BALTIC PROVINCES.

GENERAL MANGIN TO SUPERVISE.

Paris, October 19.
The Supreme Council decided yesterday that General Mangin shall be sent to the Baltic, provinces in connection with the evacuation of von der Goltz's troops.

General Mangin, until recently, was in command of the French troops on the Rhine occupation, and is one of France's youngest and most energetic Generals. He has played a prominent part in the greatest battles of the war. — *Havas*.

FROM ROME TO SALONICA.

FRENCH AVIATOR'S ATTEMPT.

Paris, October 18.
The French aviator, M. Poulet, started from Rome on a flight to Salonica, this morning. — *Havas*.

Paris, October 18.
A British and French squadron of twenty warships has arrived at Riga. — *Havas*.

AMERICA AND THE SHANTUNG QUESTION.

CHINESE VIEW.

Paris, October 18.
The *New York Herald*, Parisian edition, states the Chinese Peace Delegation has made no official comment on the defeat of the Shantung amendment by the United States Senate but it was said the opinion of the Chinese is that the action has no meaning as representing the opinions of the people of the United States. — *Havas*.

FRANCE'S FINANCIAL POSITION.

M. KLOTZ OPTIMISTIC.

Paris, October 18.
During the course of the debate in the French Chamber of Deputies on the Bill improving the conditions of Collectors of Taxes, M. Klotz, Minister of Finance, remarked that many pessimistic and inaccurate statements on the French financial position had been made. In spite of the war and the vast sums lent by the United States, France is, he said, still the greatest creditor country in the world. Before the war the amount of money invested by French citizens abroad was \$1,920,000,000 of which Russia had absorbed one fourth. French advances to other countries during the war amounted to \$280,000,000 and there was also a sum of \$260,000,000 due for material of which "one tenth only is due by Russia. France thus had tenth only is due by Russia. France thus had claims on other countries amounting 61 milliards of francs or \$2,440,000,000 which was 50 per cent. more than what she owed to Great Britain and the United States. There was, besides, France's claims on Germany. From the Budget point view, before the war, France's revenue amounted to \$168,000,000 and the Budget estimate for 1919 was \$348,920,000 but the total revenue receipts were so much above the estimates that the total revenue might fairly be put at \$400,000,000. The principal increase is on stamp duties; an excellent sign, showing mortgages were being paid off, estates changing hands and farmers becoming landowners. M. Klotz said he had no doubt the country could support 50 per cent. more taxation than now, especially when the invaded departments would bear their share. This increase would enable receipts to balance expenditure. — *Havas*.

KING OF SPAIN VISITS BATTLEFIELD.

DEEP EMOTION EXPRESSED.

Paris, October 23.
The King of Spain at Verdun, yesterday, laid a wreath of orchids in pious homage on French military graves. The King visited the entire battlefield, and Marshal Petain told him the story of the struggle. After special visits to Forts Douaumont, Vaux, and Cote du Poivre, King Alfonso went to the Citadel and signed the Golden Book and left for Paris filled, he said to Marshal Petain, with immortal pictures and a heart overflowing with emotion. — *Havas*.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

EX-GERMAN SHIP AT SINGAPORE.

Singapore, October 24.
The s.s. *Ninivi*, another former German vessel, has arrived here.

GERMANY'S TRADE EFFORT.

Singapore, October 24.
Letters from German commercial houses, which were posted in Berlin on 18th July, have arrived in Bangkok.

FLYING TO PARIS.

SOME REFLECTIONS.

[BY HAROLD BEGGIE.]

Charles Dickens once wrote an article called "A Flight." It begins in this fashion:—

"When Don Diego de—I forget his name—the inventor of the last new Flying Machines—shall have opened a commodious Warehouse in an airy situation; and when all persons of any gentility will keep at least a pair of wings, and be seen skimming about in every direction; I shall take a flight to Paris. At present my reliance is on the South-Eastern Railway Company."

He was immensely delighted because, on this occasion, the South-Eastern Railway Company got him to Paris in eleven hours. That was a real achievement in the Fifties, something to talk about, something to write about, and Dickens wrote it with a fine exhilaration as no-one else in the world could have written about it.

What would he have written, I wonder, if he had tumbled out of bed in London one morning at 7.30, had taken a real bath, dressed in his ordinary clothes, popped a sufficient breakfast inside him, and had driven off in a taxi to the Handley Page aerodrome at Cricklewood, there to find waiting for him a flying machine as large as a house, with its propellers roaring, everybody standing about much more unexcited than any knot of passengers in the days of stuffy old coaches, and Paris only three or four hours distant?

How he would have enjoyed the sight of the crows of Cricklewood contemptuously grazing on the aerodrome as the huge machine, roaring and swaying, ran over the ground for a minute or two and then rose into the air, skimmed over the sheds, and slowly climbing, passed over London suburbs en route for the sea.

I doubt whether he would have enjoyed his confinement, the tremendous roaring in his ears, the absence of fresh breezes, and the apparent slowness of the flight.

But as a novelty, and for an hour or so, there is nothing like looking down on the earth. The amusing part about it comes from the reflection that if you are flying through the invisible air the earth below you is flying through the invisible ether. There are two of you—both floating in nothingness. And you are not nearly so great a miracle as your travelling companion, who has been flying through the ether for some millions of years, rolling along at an enormous speed, with all its impediments of oceans and mountains, deserts and jungles, climates and languages, elephants and microbes.

NO SENSE OF SPEED.

There is this disappointment about flight that it is entirely without the sense of speed. Tumbling about in a two-seater is the heaven of exultation; but being a passenger in a Handley Page, steady as a rock and built with an eye on stability, is quite another pair of shoes.

The pace seems like that of a steamroller. Nothing rushes by you. You see forty miles ahead, so that an object may be in view for nearly an hour. It is as if, motoring to Brighton, one saw quite distinctly from Croydon the pier and the parade, but no trees and telegraph poles at one's side and no road under one's wheels. It seems as if one will never get to any particular place.

The sea looks like a wilderness of hammered pewter, with little specks of white, like cracks in ice; a three-masted schooner looks like a child's boat on a pond. You see France in the distance (very like a whale), long, long before you reach it.

The appearance of that beautiful country as you fly over it on the way to Paris suggests a vast floor covered with samples of oilcloth, with a few hundred doormats thrown in. You see strips and squares of yellow, mauve, light green, dark green,

THE COOLIE AND THE BEER.

A coal coolie was to-day charged before Mr. R. E. Lindsell with the unlawful possession of two cases of Asahi beer, containing 8 doz. bottles, in Chater Road.

Defendant said he was engaged to carry the cases, by a man outside the Naval Yard, unknown to him.

Mr. Lindsell:—Where did he tell you to take it?

Defendant:—I was told to take the cases somewhere close to the Central Market.

Mr. Lindsell:—What about the man who engaged you?

Defendant:—I don't know where the man is. He told me to take up the cases and go along first, and he was to follow later.

Mr. Lindsell:—You can't find him?

Defendant:—How can I find him? I am only a coal coolie.

Inspector Cashman:—I don't think he is acting innocently. When he was met by the Police, he said he was tired, and put down the cases on the ground, and tried to run away.

Mr. Lindsell:—Why did you try to run away when you were met by the Police?

Defendant:—Because the man who engaged me had not come up yet.

Mr. Lindsell:—\$50 or four weeks' hard labour.

red brown and brown, for miles and miles—a veritable Sahara of oilcloth patterns. It is a land of allotments, with straight white roads running across it as far as eye can see.

LOSING THE SENSE OF DANGER.

Floating above land and sea one realises why philosophic temperaments achieve so little. To see everything at once, to see all sides of a question, is to be bored. Nothing matters considerably, except one's stomach. The fanatic, down on the earth, is the man in the motor-car determined to get from London to Dover as quickly as possible. He has Dover on the brain. Kill him and dissect him, and you will find "Dover" engraved on his heart.

I work it out that an hour in a big aeroplane is equivalent to at least two, and perhaps three, hours in a motor-car. The loss of the sense of speed is a tremendous deprivation. Then there is no real sense of danger. To rush past four cross roads in a motor-car sets every nerve of my body jumping. I have never once experienced the smallest quiver of alarm in a big aeroplane. A sudden drop is unpleasant; it may be horribly unpleasant; but it does not make one feel anxious. One yawns, but one does not tingle.

Nevertheless, when all is said and done, to get from London to Paris in three or four hours is something of an achievement. No doubt improvements in these big aerobuses will be many—more air, less noise, and a sense of the open—but London to Paris in three or four hours—that's something!

It is something for the present in five years or so, no doubt, it will be nothing at all.

Dickens went to bed in the capital of France (how I loved it the other night!) "blessing the South-Eastern Company for realising the Arabian Nights in these prose days." He fell asleep murmuring, as he winged his idle flight into the land of dreams, "No hurry, ladies and gentlemen, going to Paris in 11 hours; it is so well done that there is really no hurry."

I am certain that what gave him joy on this journey was the sense of speed. If Major Foote (who took me over in the great Handley Page bus on Monday) could have piloted him to Paris in a two-seater he would have written an account of that journey which would have taken our breath away.

GYMKHANA.

TO-DAY'S GALLOPS.

The following times were recorded this morning, most of the gallops being over the grass course:—

Cue with Pearce's yellow and Cassel's dun Larsen Sub.—1 mile.—48; 1.35; 2.10; 2.43-45.

Macdonald's Larsen Sub. and Potts' Larsen Sub.—1 mile.—45; 1.28; 2.10-45; 2.44-45.

Soares' and Bastos'—1 mile.—44; 1.29; 2.12; 2.47.

Sir Paul's Grey Larsen Sub.—1 mile.—41; 1.30; 1.52.

Sir Paul's black Larsen Sub.—1 mile.—38-25; 1.17-15; 1.51.

Rab.—1 mile.—38; 1.17-15; 1.53-35; 2.35-35.

Jassidy and Low's Larsen sub.—last mile.—39-35; 1.18-35; 1.57-35; 2.37-35.

Jardine's Grey Larsen Sub.—1 mile.—42; 1.21; 1.53; 2.33.

Yeoman and Morning Star.—1 mile.—43-25; 1.28-45; 2.11-35; 2.51; 3.25-35.

The Cornet.—1 mile.—42-15; 1.19; 1.56-15; 2.34-43; 3.08-45.

Scotch Box.—1 mile.—last mile.—36; 1.13-35; 1.48-45; 2.22-15.

Malcolm.—1 mile.—39-45; 1.17-35; 1.54-15; 2.30-15; 3.05.

Rochester.—1 mile.—40-25; 1.18; 1.53-15; 2.28-45; 3.02-25.

Red Ensign.—1 mile.—40; 1.18-25; 1.55; 2.30; 3.02.

Pink Eve.—1 mile.—40; 1.19; 1.56; 2.28-25; 3.03.

Gentle Cat.—1 mile.—36; 1.11; 1.48; 2.23-25; 2.56.

Alexander.—1 mile.—38-25; 1.13; 1.48.

Burning Daylight.—1 mile.—42; 1.19; 1.48-25.

Lovejoy.—last 1/4 mile.—36; 1.15; 1.48.

MARINE COURT.

THE FALSE CLEARANCE CHARGE.

In the Marine Court, this morning, before Captain Basil Taylor, R.N., Marine Magistrate, the case was resumed in which Captain Noqueira, of the s.s. *Hoi Ping*, was charged with carrying passengers without a passenger certificate and with wilfully misrepresenting to the Harbour Office that the ship was carrying no passengers.

After hearing the evidence, His Worship dismissed the accused with a caution and fined the Agents of the vessel \$200.



From "Life".

A flask of wine,
A loaf of bread and thou
Beside me in the wilderness—

GOVERNMENT HOUSE.

October 23th, 1919.

His Excellency the Governor, accompanied by Capt. J. E. Warner, Private Secretary, yesterday visited Green Island and was shown over the Lighthouse, Explosive Stores and the signal Station by Captain B. H. Taylor, R.N., Harbour Master, who returned to lunch with His Excellency.

In the evening, His Excellency gave a dinner party at Government House. There were present:—Surg. Capt. C. Woodwright, C.B.E., R.N.; Mrs. Woodwright; Pay. Com. F. Vining, R.N.; Mrs. Vining; Eng. Com. C. Sampson, R.N.; Mrs. Sampson; Com. G. K. Davis, U.S.N.; U.S.S. "Helena"; Mrs. Davis; Pay. Lieut. Com. A. Holborn, O.B.E., R.N.; Mrs. Holborn; Major C. L. Hickling, D.S.O.; Major T. M. Wakefield, D.S.O.; Major C. Leslie Smith; Capt. C. O. Oliver; Mrs. Oliver; Rev. H. Copley Moyle; Lieut. Col. A. Chapman-V.D.; Mr. and Mrs. S. B. McDermerry; Professor and Mrs. Warren.

DAY BY DAY.

A lecture on "William Thomson, Lord Kelvin" will be delivered at the Helena May Institute on Monday, November 3rd, at 5.15 p.m. by Professor A. G. Warren.

Edgar Warwick's new Revue Musical Comedy Company, "Vanity Fair," arrived to-day from Singapore and opens to-night at the Theatre Royal. Booking is very heavy and a bumper house is assured. The Company is on a short visit of six nights only and there will be a change of programme each night. Good wine needs no bush.

A Chinese married woman, living at No. 8, U Lok Lane, reports that at 3 a.m. to-day, four men climbed over the partition of the staircase, and opened the door from inside, for the others to enter. Two kept guard at the door, whilst one of the men entered the cubicle, and pointed a revolver at her husband, herself, and her amah, who were the only occupants of the floor. They broke open two boxes, and stole \$795 worth of jewellery, and \$120 in money. No arrests have been made.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s/5 11-16d.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

SHIPPING SCANDALS.

Sir,—I wish to contradict all you had to say in your Monday's issue under the heading "Shipping Scandals."

First the overloading question. There are three questions to which the public can tell you the answer without opening up the pages of your paper.

1. Why is it the "Sui Tai" and the "Sui An" now make but one trip to Macao?

2. Why has the "Tai Lee" laid so long rusting away at Samtsa-poo?

3. Why is it the "Wing On" was placed on the H.K.-Canton run; then on the Macao-Canton run; then back to the H.K.-Canton run?

All are aware, or ought to be, that our river steamers have been carrying air mostly since the war began and not making enough to pay the coal bill, and yet you have the temerity to make the grave allegation that they overload.

On my first boarding to join one I was struck with the enormous amount of room taken with boats, rafts, and life-saving gear, there being little or no room left for a passenger to walk; and after seeing what an innumerable amount of small craft is always around and about them while on their journey, I came to the conclusion that, if given a chance, I would advocate a reduction of this life-saving gear as an improvement.

If trade becomes much worse, we shall have to send a few to Singapore with a load of life belts and boots to walk on the water, similar to those used by that famous Welshman who walked Swansea Bay with them on some six years ago.

Yours etc

YET ANOTHER BRITISH SHIPMASTER.

N.B.—When we hark back to 1909 or so there were five boats every Sunday going to Macao full of passengers bent on seeing the Monte Carlo of the East, but now Sea Tap Sam.

Hongkong, Oct. 24, 1919.

BANKRUPTCY COURT.

RECEIVING ORDER GRANTED.

In the Bankruptcy Court, this morning, before Mr. Justice Melbourne, a petition was heard in the case of the Hop Tak Loon Firm, debtors, and Tsai Sui Fook, petitioning creditor.

Mr. C. Farebrother Mason, of Messrs D'Almada and Mason, appearing for the petitioning creditor, said petitioner held no security for the amount due; \$575 more or less, and his object in asking for a receiving order was that the debtor had suspended payment of debts. The assets were estimated at about \$1,500 and the liabilities were \$1,300. There were various moneys in the hands of the Official Receiver, whom, it was understood, had no objection to a receiving order being made.

The Official Receiver confirmed this, and His Lordship granted the petition.

DON'T FORGET.

TO-DAY.

Royal Hongkong Yacht Club. Opening cruise.
Theatre Royal—Opening of "Vanity Fair" season.
Coronet Theatre—3.15 and 9.15.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—4.15 p.m.

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COOLIES TO SAVE CHINA!
A letter has, says a Shanghai contemporary, been received from one of the native interpreters serving with the Chinese Labour Corps in France, who writes that in order to awaken patriotic fervour for their country, free schools are being started amongst the coolies. He says that anxiety is being felt in the corps that China will collapse before they return, but if they get back in time they are going to do everything in their power to save the country from foreign loans by giving all they have saved while overseas to the Peking Government. It is to be hoped the schools will teach them something better than that.



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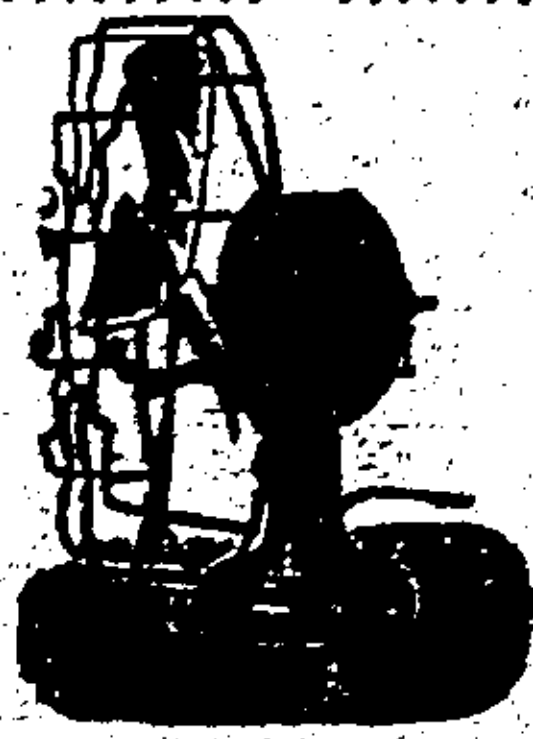
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GENERAL NEWS.**POTATO-STREWED SHORE.**For some time past the shore
at Warrenpoint and Rostrevor,
on the County Down coast, has
been strewn with tons of potatoes.
The cause was not a wreck,
but Irish farmers' wastefulness.
Auction sales of Government-held
potatoes were conducted recently
at different places in the neigh-
bourhood. The potatoes were
packed in hundredweight bags,
and farmers bought the potatoes
at from 10s. to 11s. the ton in order
to get the sacks. They then
threw the potatoes into the sea.
HURLED THROUGH A WIND
SCREEN.Mr. Robert Gowell, a young
flying officer who was discharged
recently from the Army, is the
hero of a thrilling adventure. He
was travelling on a motor cycle
along the road, and leaning down
looking at his engine, when he
crashed into a motor car driven
by his father, Mr. R. Gowell, of
Great Camfield Hall. The cycle
was smashed and entangled in
the engine of the car, and the
young man was thrown clean
through the wind screen, and his
head, face, and shoulders were
severely cut. The occupants of
the car were wounded by flying
glass.**EX-M.P.'S POLITICAL WILL.**Mr. James Leslie Wanklyn, of
Exeter, Unionist M.P. for Central
Bradford from 1895-1906, who
died in July last, has left £800.
By his will he gives his watch,
chain and ring to his daughter
Laura Leslie, and adds:—"I wish
her to understand that after leav-
ing Parliament, and owing to the
breakdown in my health from
overwork, I devoted years of
labour in Ireland as a publicist,
with the hope that in my genera-
tion I might be able to do some-
thing, however little, to promote
a better feeling between the peo-
ple of England and of Ireland, re-
cognising clearly in the past Ire-
land suffered grievously from the
mis-government of England."**BALMORAL TO MONTREAL.**The King pressed a button in
Balmoral Castle recently to unveil
the statue erected in Montreal
to the memory of Sir George
Etienne Cartier. The telegraph
wires and ocean cables were
linked up, forming a continuous
connection between Balmoral
and Montreal. When the King
pressed the button the current
travelled through the Aberdeen
G.P.O. to London, where it passed
into the Imperial cable. This
cable touches the South of
Ireland, runs along the bed to
the Atlantic, and lands at New-
foundland. From there it passes
across Canada and enters the
Pacific Ocean at Bamfield, British
Columbia. The cable terminates
in Australia, linking up Suva
and the Norfolk Islands on the
way.**STEPNEY BOY'S ROUND OF**

GAIETY.

A 15-year-old boy stole £15
from his father, and spent all of
it, with the exception of 6s. 8d., in
a fortnight. George Wilhelmy,
son of a Stepney bottle dealer, was
charged at Old-street recently by
his father with stealing the money
from a chest of drawers. He pleaded
guilty, and it was said that,
in all £200 was missing. When
theft of the £150 was discovered the
father went to Southend,
where he found his son at work.
With the exception of a few
shillings, it had been spent in
food, swings, roundabouts, and
other forms of enjoyment. The
lad had previously been convicted
of robbing his father. Magistrate
"It is not desirable that a boy
of these expensive habits should
be at liberty. You will be re-
manded for a reformatory."**125 YEARS OLD.**A Constabulary report from the
provincial commander of Bohol,
the headquarters of the Philippine
Constabulary at Manila, say:
"On July 28th, at Clarin one
Eugenio Panillon made an un-
successful attempt to commit
suicide by stabbing himself in the
abdomen, but was too weak. This
man, when seen, claimed to be
one hundred and twenty-five
years old (and looked it), to have
been married four times, had
forty-two children, all of whom
left him, and being absolutely
destitute was tired of life
and wanted to die. He can
hardly stand with the assistance
of poles, has been living in a
bovel on the ground about three
feet high not fit for a dog and
depending upon the doubtful
generosity of the neighbours for
sustenance. The Municipal
authorities claim they have no
funds to take care of such cases.
However, a little better place for
him to live in was constructed by
the police and prisoners and prom-
ises obtained to watch and feed
him. It seems as though the
municipality, funds or no funds,
should be obliged to care for such
a pitiable case as this."**NOTICES.****LANE CRAWFORD & Co.**

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Correspondents are requested to observe the rule which required them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 25, 1919.

THE DEFENCE CORPS.

More than once since the Armistice was concluded have comments appeared in our columns advocating the reversion of the Defence Corps to a voluntary basis. In his Budget speech, His Excellency the Governor made mention of the services rendered by the Corps during the war, but he was silent as to the intentions of the Government regarding the future status of this auxiliary force. We trust, therefore, that at the Budget debate on Thursday next, one of our Unofficial members will seek some definite information on the point. There is a general feeling that there is absolutely no justification for continuing the Corps on its present basis, and with that opinion we are in complete agreement. Compulsion is irksome at any time; it is doubly so when the need for it no longer exists. The young manhood of the Colony has no desire to shirk necessary obligations or responsibilities, but it resents forced service in times like the present.

It was the Military Service Ordinance which turned our former Volunteers into conscripts—for that is what they now are—and that Ordinance is effective until the expiration of six months from the conclusion of the war. Legal niceties are involved in that phrase, and it is within the power of the Governor-in-Council to determine the date on which, for the purposes of this Ordinance, the war ended. But why quibble over little technicalities like this? The war has, for all practical purposes, been over for far more than six months; yet the conscriptive character of the Corps is still retained. Why should we like to know, is the Defence Corps being treated differently from the Police Reserve in this matter? The latter Force has been disbanded, although it was obviously called into being for the same reason which induced the Government to alter the status of the former Volunteers. If one can be disbanded, why not the other? Reserve and the conversion of the Volunteers into conscripts has passed. Then why is the objectionable Military Service Ordinance not repealed without further ado?

There are ample grounds on which this question might be raised at next Thursday's Council meeting, for the Estimates for the coming year. This is a slightly decreased sum when compared with the approved Estimates for the current twelve months, which totalled \$82,848. But many of the items are the same, including the following:—Camp expenses, \$24,000 (an unnecessary waste of money, we consider); ammunition, \$6,667; grant to Mounted Section, \$3,000; equipment and upkeep of arms, \$1,700. This would imply that the Government either intends keeping the Corps on its present basis or expects that there will be no substantial reduction in its size if the voluntary basis should be reverted to, though we notice that the amount set aside for uniforms, including boots, is cut down from \$10,000 to half that sum. However that may be, we say unhesitatingly that it is high time the present Military Service Ordinance were repealed and the men given the option of serving or not, just as it pleases them. Even if conscription were ever justified, it has outlived its necessity. And we cannot but think that to spend close on twenty thousand pounds per annum on the Force is, to put it very mildly, an unreasonable use of public funds.

NOTES & COMMENTS.

THE SHIPPING CONTROVERSY.

The question of ships leaving Hongkong ill-conditioned in the matter of life-saving appliances has, we are glad to note, brought forth protests by two masters of vessels engaged in the river trade that amount to an assertion that any complaint is fatuous. In another column of to-day's edition will be found a letter on the subject by "Yet Another British Shipmaster." We say we are glad to see this dissent from what we said before because it gives us opportunity to state, and we hope in a manner that will not be mistaken, exactly what it is that we, in company with not a few shipmasters, definitely assert. First of all let us correct our correspondents, for they are badly in need of it. The writer of the original letter did not make a wholesale condemnation of Government Surveyors and shipmasters. He merely pointed out a lack of provision, and that is a vastly different thing. Our to-day's correspondent mentions the names of three particular steamers, and we take opportunity to tell him that it never has been asserted that any of these three boats do leave Hongkong overcrowded. His reference to overcrowded river trade is equally shy of the point. He himself admits that the number of boats has decreased as well as the traffic. In our comments on this matter we have not called down Government Surveyors; we have only pointed out that there exists a need for more compulsory action.

OUR POSITION RESTATED.

What was alleged in the very first letter and what is alleged now is that "boats do leave Hongkong (not necessarily for the West River but even sometimes there) overcrowded," and that the life-saving apparatus on board is not adequate enough or in good enough condition to meet an emergency with any hope of success. It would be a very bold shipmaster who would give that statement a denial in 1919. When our correspondent says he would like to see a reduction of life-saving gear just for the sake of deck room we are not tempted to treat the statement seriously. Can he deny that a great many of the appliances which he alleges encumber the decks of these steamers are antiquated, and can he positively assert that on all river steamers things are in a perfect condition? Also can he deny that ships holding no passenger licence sail out of Hongkong with not the slightest inspection of life saving appliances? We hardly think so. Further, can he deny that boats leave the Port for destinations up and down the coast and that in the life-boats they carry there is generally nothing more than one keg of fresh water, with not so much as a biscuit added? These things are true. What we are asking for is that there shall be a revision of local legislation so that those officials whose duty it is to pass a vessel out can insist on all these matters being put on a satisfactory basis.

HUMOUR AND TRAGEDY.

The doings of the Chinese certainly do make one smile sometimes. Only the pity of it is that there is sometimes tragedy as well mixed up with what one smiles at. Take a glance at the cables we published yesterday. Reuter treats us to a descriptive account from the Times relating to some aeroplanes that the Vickers Vimy people are sending out and then the writer soliloquises "China will assume an entirely different aspect as a world factor," our Shanghai correspondent tells us of a projected wireless telephone service between the larger cities; from the same source we learn that Wong Yi-tang, one of chosen peace-makers, has flown from Shanghai; that Wong Ya-tong, the Chief Delegate, is permitted to seek refuge in Nanking; that a "People's Peace Society" has confessed to recreative bomb-throwing; and that some school pupils are still proud possessors of truant-playing freedom. Who dares to say that China is not progressing? She is going to have aeroplanes before national roads and completed railways, and wireless telephones before the establishment of accredited authority. She cannot get peace so peace-seekers throw a few bombs around. Really, one ought to preserve a sense of humour when looking at China, but there's tragedy in it too.

DAY BY DAY.

THE FOOL DOETH THINK HE IS WISE, BUT THE WISE MAN KNOWS HIMSELF TO BE A FOOL.—Shakespeare.

The s.s. Dunera arrived to-day from Bombay etc. with 90 saloon passengers and 2,300 tons of general cargo.

A dinner dance is to take place at Wiseman's Cafe this evening. The inclusive charge for dinner and dance being \$2.

Yesterday's health return shows two fatal cases of gastro-enteritis and one fatal occurrence of enteric, all being Chinese.

The catering contract for St. Andrew's Ball on Friday, 23rd November, has been awarded to the Hongkong Hotel Company.

The total output of the Kailash Mining Administration's mines for the week ending 11th October, amounted to 69,703 tons and the sales during the period to 69,982 tons.

The Hongkong Government Gazette contains the Peruvian Passport Regulations and conditions of General Licence to trade with Arabia.

The Colonial Secretariat informs us that the Government special allowance of fifty cents given, owing to the rise in the price of rice, to subordinates, will cease from November 1.

His Excellency the Governor has appointed Dr. George Ernest Aubrey to be a Member of the Midwives Board during the absence of Dr. Robert Maclean Gibson or until further notice.

Among the passengers arriving in the Colony by the Empress of Japan yesterday were Lieut. Col. Crisp, Col. J. R. Young, Mr. Mrs. and the Misses de Journal, Mr. G. O. Grimsby, Mr. S. J. Chinnchen and Mr. Sin Tak-fan.

The fortnightly whist drive was held at the Kowloon Naval Depot last evening and resulted as follows:—1st, Mr. Old; 2nd, Mr. Barrett; 3rd, Mr. Dilks; 4th, Mr. Rowe; 5th, Mr. Wright; hidden number, Mr. Smith; booby, Mr. Chapple. The next drive takes place on November 7th.

Playing in the Golf Championship at Fanling yesterday afternoon, Lieut. Col. Coles defeated Mr. S. H. Dodwell, after a very close game by 1 up. The result was rather the reverse of what was expected, and Lieut. Col. Coles now qualifies to play Mr. A. B. Stewart, who defeated Major Leslie Smith on Wednesday. The final over 36 holes is due to take place to-morrow (Sunday), when a close fight is anticipated.

At a general meeting of the Hongkong University Medical Society, held yesterday, Messrs. Cheah Toon-sien and Chean Kim-cheang were awarded prizes for the two best papers read last Session, which were kindly presented by Mr. Ho Kwong. Mr. Yeoh Houe-soo received the Ho prize for distinguishing himself in the subsequent discussion. Mr. Ng Cheong-yew read a very interesting paper at that meeting entitled "Some anatomical facts concerning Man's Assumption of the Erect Position."

With reference to previous notifications respecting the percentage of total value due to Colonial labour and materials which will entitle goods to be regarded as the produce or manufacture of some part of the Empire and consequently to be imported into the United Kingdom under general licence, it is notified that His Majesty's Government have decided to reduce the percentage from 75 to 60 per cent. This reduced percentage is to be based on the value of the goods at the factory and not on the f.o.b. value.

A Chinese was to-day charged, before Mr. R. O. Hutchison, with unlawful possession of 82 taels of raw opium, on board the s.s. Quinebaug. A Chinese constable gave evidence that at 11 a.m. yesterday he was on search duty on board the Quinebaug when he saw defendant sitting by a box. He told the defendant to open the box, as he wanted to search it. Defendant produced a key from his person, and opened the box. Defendant said that he came from Canton to Hongkong, and was on his way to Swatow. The box belonged to another man, who had asked him to carry it. Mr. Hutchison fined him \$500, or three months.

1894.
HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending October 22, 1894.)

THE DOLLAR.
October 15.—The rate of the Dollar, on demand to-day, is 2s. 1d. 3/4.

THE HONGKONG RIFLE ASSOCIATION.

October 15.—A good number of members turned up at the Butts, last Saturday afternoon to compete for the Short Range Cup and Spoons and the weather being very favourable, the shooting was, generally speaking, well above the average. Colonel Jerrard carried off the Cup.

SANITARY BOARD MEETINGS.
October 17.—At a meeting of the Sanitary Board to be held to-morrow the Colonial Surgeon will move "That from this date the Board will revert to the practice of holding its meetings once a fortnight."

A MILITARY MEASURE CRITICISED.

October 18.—It is announced that the 2nd Battalion Rifle Brigade has received instructions to prepare a draft of nearly 300 men to proceed to Hongkong early this month to join the 1st Battalion. A London evening contemporary remarks that no army can be efficient while measures of this kind are resorted to, they demoralise the Home battalions and destroy the object for which everyone has been working.

A CARPENTERS' STRIKE.

October 18.—The whole of the members of the "Chips Fraternity" have been out on strike, for higher wages, during the past twenty-four hours. Last night they held a mass-meeting at Kennedy Town and passed a resolution condemning the avarice, of the master carpenters and finished up by swearing by all the big and little gods in the Man Mo temple that will hold out until they get a ten per cent. rise all round.

INJECTING MORPHINE.

October 18.—For illegally injecting morphine into the person of Li Lok in a divan in First Street, Wong Hing was fined \$25 at the Police Court this morning, with the alternative of six weeks' imprisonment.

UNNECESSARY PRECAUTIONS.

October 19.—The wholly unnecessary precautions taken by the Chinese authorities to prevent a Japanese Armada capturing Canton are, we learn, causing considerable inconvenience to the steamers plying on the Pearl river. The Canton night boats are the greatest sufferers, as vessels going to Canton are compelled to stop at Chun Pee till daylight where a Chinese torpedo boat, supplied by the gunboat anchored there, takes them through the channel as far as San Pan Chao.

SUBSCRIPTION GRIFFINS.

October 20.—The first consignment of subscription griffins for our next race meeting—15 in number—will probably arrive to-morrow. Rumour says that there are two regular flyers amongst them. We shall see!

THE SUN CO.

CREDITORS AGREE ON PAYMENT BY INSTALMENTS.

Over two hundred creditors of the Sun Company, Limited, attended the meeting that was called at the registered offices to decide whether they should agree to a system of payment by instalments.

The meeting lasted for over two hours, and finally it was unanimously agreed to inform the Directors that the creditors would accept payment of their deposits and accounts by eighteen equal monthly instalments.

The Secretary of the Company, said he would refer the matter to the Board of Directors and another meeting will be held on Tuesday next to convey the views of the creditors to the Directorate.

The largest creditor is a firm which has to get \$40,000. The assets of the Company are \$5,000,000 and the liabilities \$2,500,000. As the creditors have now agreed to the instalment system for the refund of their money, there is no likelihood of the company ceasing to operate in Hongkong.

LOCAL CHARITY.

SOCIETY OF ST. VINCENT DE PAUL.

The Report of the Committee of the Society of St. Vincent de Paul says:—

The Central Council have much pleasure in submitting their Annual Report for the year ending 31st August, 1919.

The Balance on hand on the 31st August, 1918, was:—
In the Bank (Current A/c) \$ 723.27
In the Bank (Fixed Deposit) 1,000.00
In Cash 11.49
The Receipts and Expenditure for the year under review were as follows:—

RECEIPTS.	
Balance 31/8/18	\$ 1,734.76
Donations	1,215.27
Conference Collections	108.10
Church Collections	157.20
Bazaar 1918—Gross Receipts (less donations included above)	9,510.02
Lusitano Recreation Club Annual Sports: Sale of Programmes	73.80
Interest	125.60
	\$12,927.75

EXPENDITURE.

Relief to the Poor	\$ 4,032.20
(including Provisions, Clothing, Shoes, Rent Education, Medical assistance and Passage money, etc.)	
Christmas Gifts to the Poor	745.00
War Relief (Fes. 1,000)	233.69
Bazaar 1918—Expense	2,091.82
Special Treats to the Poor in honour of Victory	464.00
Balance in hand 31/8/19	3,354.04
	\$12,927.75

The total receipts have greatly exceeded those of previous years. The large increase, which was due principally to the unprecedented success of the Bazaar held in December last, has enabled the Society to extend its sphere of activity in every way and greatly to increase the amounts spent in relief to the poor, as the following figures will show.

Amount spent in Relief:	
February quarter	\$ 669.50
May quarter	1,121.20
August quarter	1,350.56
While in the current quarter the sum of 703.80 has been spent in the one month of Sept. alone.	

During the period under review the Society has contributed to the maintenance of 57 families comprising 190 persons, and has also assisted these poor people to the extent of \$641.59 in their house rent difficulties.

As for the education of the children of the poor the Society is now looking after 66 children providing same with school fees, books, shoes, etc. Under this head \$249.26 was spent in Aug. and \$277.68 in Sept.

In view of the large increase in the regular monthly expenditure, the extensive schemes—now under consideration—for providing a business education for the more advanced children of the poor, and the ever increasing appeal for more and still more assistance towards the payment of house rent, the balance now on hand will probably be only sufficient for a few months. The Committee therefore hope that the Public will assist them at their forthcoming Bazaar, to take place on 7th December, as liberally as in other years, so as to enable them to continue and if possible extend, the various undertakings enumerated in this report.

Besides the relief given regularly to the Poor, which is the first care of the Society, the following special grants were made:—

For Christmas Gifts to the Poor	\$ 745.00
For Special treats to the Poor in honour of Victory	464.00
To the Central Council of the Society in Paris for the relief of the devastated areas in France (Fes. 1,000.00)	
(Thanks are expressed to donors, anonymous and otherwise, for contributions to the funds of the Society.)	

Finally, it is with great pleasure that the Society is able to announce that the Little Sisters of the Poor, whose work is in all countries so closely associated with that of the Society of St. Vincent de Paul, are, at the invitation of the President General and with the approval of His Lordship Bishop Pozzoni, about to establish a house on the outskirts

TO-DAY'S MISCELLANY.

The so-called Norwegian sardine is really a sprat (*Clupea sprattus*), which is known as brisling in Norway. Consul H. C. A. Damm reports that a small herring or mussa (*Clupea harengus*) is also packed as an inferior grade of sardine, and an intermediate grade is a mixture of brisling and mussa. The fish being washed and salted in brine, are carefully smoked in ovens about 30 minutes, instead of being cooked by the French process of treating the sardine proper. The heads are then removed, the fish are packed by hand in olive oil, and the cans first hermetically sealed, are sterilised by heating.

The Orloff diamond which has disappeared from the Russian imperial sceptre has, like the Koh-i-noor, a strange history, of which there are several versions. It once formed the eye of an idol in a temple near Trichinopoly, whence a French deserter from the garrison stole it, carried it to Malabar, and sold it to a ship's captain for 2,000 guineas. A Jew next bought it for 12,000 guineas and sent it for sale to Catherine the Great. That sagacious lady would not buy, but left it to a courtier, from whom she received it as a gift. He was enabled for his pains, and gave his name, Orloff, to the jewel.

A lone male passenger suddenly found himself in the way of rapid cross-fire of light but loud feminine chat (remarks a *Daily Chronicle* writer). For nearly half an hour the four corner ladies kept up so lively a conversation that the mere man summed them up as rattapatties. As the train slowed down at the terminus, the talk veered unaccountably to tragedy, and in a few moments the man found himself in the midst of a brave company of women whom the war had robbed of their loved ones. "I feel it horribly sometimes," one confessed, "but it's no use being miserable, and he died a hero's death."

A little grey cat chased by boys tumbled headlong into the front garden, and the maid who saw it shut the gate. A doctor who joined the group of sympathisers said the cat had fainted. "Lots of animals faint," he said. "Cats and dogs, and even more stolid animals, keel over in moments of fear or exhaustion. Fowls faint, too, and birds. In fact, it is hard to find any living creature that doesn't, in particularly cruel circumstances." The occurrence, says a writer in "Tea-Time Gossip," in the *Star*, is more frequent than most of us suspect. We have almost all seen a stray bird in a bedroom, after frantic efforts to break through a window, tumble down "in a heap" on the floor. It recovers quickly in your hand, but no doubt it has had an authentic faint.

Some years ago a student in chambers who failed to make proper progress was advised to take green tea to stimulate his tired brain and keep him awake at night while studying (remarks the *Morning Post*). Acting on the advice given he made considerable progress. One evening in the hall he saw a big, peculiar-looking man about to go upstairs, politely stood aside, and saw him go up. Following up he was amazed to find that the very solid-looking individual had disappeared, for there was nowhere up there where he could have gone without being seen. He mentioned the circumstance to the friend who advised the green tea and was informed that the curious-looking man was imaginary and the result of taking too much green tea. Green tea should always be "taken down" with black.

of Kowloon for the support of the aged Poor, men and women, irrespective of race, nationality or creed. An excellent plot of ground and substantial buildings have been secured on advantageous terms through the generosity of the Government, while a sum of \$5,000.00 has been collected specially to meet the initial expenses of the undertaking. The world-wide work of the Little Sisters is well-known and universally appreciated; it is therefore a source of satisfaction to know that they will soon begin their work of charity here also, where they will find much scope for their activities.

J. M. Alves, President
F. J. BOWEN, Treasurer
J. M. S. ROSSANO, Secretary

MAGICIAN OF EXMOOR.

HOW THE STAG IS TRACKED.

Mr. Ernest C. Fulbrook, writes to the *Daily Chronicle*—

One of the attractions of holiday making in parts of West Somerset and North Devon is the stag hunting on Exmoor, but of the many who attend a meet and watch the quarry roiled and sent away with the bounds and field in hot pursuit, few know the skill required by the man whose business it is to locate the stag. Deer are not to be found at random, and were it not for the work of this official, the harbourer, as he is called, the quarry might be sought in vain.

Whether the harbourer receives notice of the presence of a stag, or whether a meet has been arranged at one of the recognised places, is all the same to the harbourer. His business is to find out in which covert—patch of woodland or thicket—the animal has its home, so that the master knows at once where to send the "tufers"—one or two couples of steady old hounds—who will drive it out of the wood.

Needless to say, the harbourer knows every inch of the moor, is closely acquainted with the habits and favourite resorts of the deer, and is on good terms with the farmers. Not only has he to find the stag, but to know it is still there on the morning of the hunt. To disturb it would be fatal, so he has to deduce its presence by the aid of the methods of the super-detective of romance.

Early on the morning of the meet he proceeds to a covert in which experience tells him a stag is likely to be found, or maybe a farmer informs him that one has been haunting his fields of late and appears to have its retreat in a certain wood. He starts by walking round the wood or thicket in search of traces of the deer. A gap in the hedge or fence calls a halt, for examination may show it is of recent origin, and therefore the place where the stag broke in or out.

An examination of the ground may reveal hoof-marks, or "slots," as they are called, and it is necessary to be sure whether they are new or old, not an easy matter after a spell of dry weather. After wet it is not difficult, as there will be a harder crust on top, and the bottom of the hoof-prints will be wetter than the top. If the stag passed that way a week ago during a wet spell and the weather has since dried, the sides will not be so clean-cut but dry and crumbly. Vegetation that has been trodden underfoot will also give a clue, as if still fresh the stag undoubtedly passed that way the previous night.

But even more important is it to learn whether the gentleman in the covert is one of "warrantable" or huntable age, and not a hind or female. The slot of a stag is larger than that of a hind and shows other differences, while age is denoted by various peculiarities well known to the harbourer.

If for any reason he is still doubtful he looks for other signs. Deer are very destructive to crops, and he examines these in the vicinity to see what they will reveal. A stag is fond of turnips, for instance but he does not settle down and eat all within a short radius; he walks along, pulls one out takes a bite, and throws it over his shoulder. A hind merely nibbles the turnip without moving it, and the teeth-marks may also supply information. A stag gently nibbles off the top of an ear of wheat or oats, whereas the hind takes the whole ear.

Having in this wise discovered that a warrantable stag has recently entered the wood the harbourer must next learn whether it is still there. He walks round it looking for new gaps and examining old ones, for once a track has been made it is usually followed. The tracks will show whether the deer was coming or going, and those on opposite sides of the covert must be examined and compared to find whether they were formed at the same time, &c.

Thus early on the morning of the meeting the harbourer makes his round and calls on the stag, as it were, to learn whether he is at home, though it may well be he has made a short preliminary investigation the previous evening, especially in districts where stags are less plentiful and reports of their being seen are few. But they travel long distances during the night, and it would not do to rely on a report of the previous day.

A shallow pool near the covert nearly always betrays the stag,

NEW PROTECTION.

LEGALITY OF "KEY" PLAN QUESTIONED.

"Does the Government announcement of legislation in the autumn really mean that Free Traders have won a substantial victory, or that the Government is now seeking by loose legislation to secure power for protecting any industry by indirect means?"

This question, suggested by the Board of Trade statement of the Government's intentions in the matter of "anti-dumping" and "key" industries, was put to Mr. F. W. Hirst, editor of *Common Sense*, the well-known Free Trade economist.

"I think it means both," replied Mr. Hirst. "There is no doubt that the great majority of the embargoes upon imports, along with the licences to favoured traders, have been swept away in order to evade Sir John Simon's threat to test them in the Vacation Court. I think it will be very difficult, if not impossible, to restore them by legislation when Parliament meets in view of the general protest against high prices and the general indignation against Government restrictions on trade."

NEW LIST AS ILLEGAL AS THE OLD.

"On the other hand," Mr. Hirst went on, "speaking for the newly-formed association to resist embargoes and monopoly licences, and after consulting a number of competent lawyers, I am strongly of opinion that the new list of prohibitions, with few, if any, exceptions, is just as illegal as the old one. I cannot see that derivatives of coal tar, synthetic drugs, saccharin, scientific glassware, laboratory porcelain, gas mantles, hosiery needles, and gauges, all of which are included in the new list, have anything to do with the arms, explosives, etc., which the Government is entitled to prohibit by proclamation under the Customs Act of 1875. If this view is correct, Sir A. Geddes and the officials of the Board of Trade will be acting illegally from Sept. 1 until such time as Parliament can be induced to legislate. Nor do I despair of legal remedies in the meantime."

"Parliament can define any industry as a 'key' industry. Personally I regard the 'key' industry business as pure humbug, and as a device for avoiding the dangerous word 'Protection.'"

"HALF-HOG" POLICY.

"I am not sure that I should call the Government policy as one of 'whole-hog' Protection. I should prefer to call it 'half-hog' Protection, which is much more profitable for the favoured interests than 'whole-hog' Protection. Under a complete system of Protection, the whole country suffers. Under a 'half-hog' system larger profits are made by the protected manufacturers at the expense of the unprotected. The system sketched by Mr. Lloyd George and the Board of Trade suggests to my mind that the Government is about to embark upon the worst and most corrupt form of Protection that has been proposed by any Government that I have ever heard of in modern economic history."

"The only way to deal with foreign competition, in order to benefit the greatest number, is the old way—imports paying for exports and vice versa. You cannot export unless you import, because otherwise you cannot get payment for your goods. The idea of prohibiting the import of German and Austrian goods on the pretext that German and Austrian paper money has depreciated more than 'Bradburys' is utterly absurd, and if carried out will mean that the whole of the trade of Central Europe will fall into the hands of our American, French, Dutch, Belgian and Scandinavian competitors. If Sir A. Geddes demands anything of the kind during the Vacation he will do so, on his own Scone confession, without legal authority whatsoever, and must be prepared to bear the consequences."

for after his night's prow he can rarely resist the temptation of a bath, rolling in the muddy water and rubbing himself dry against the nearest bushes. If the bank of the willows and mountain ashes has been peeled here and there quite recently, it is a pretty sure sign that the stag is not far away, and so after his round the harbourer is able to tell the master of the hounds where his quarry may be found, the tufers are sent in, the stag driven out, and the hunt begins.

NEW ADVERTISEMENTS.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Society will be held at the registered office of the Society, Nos. 3 and 4 Queen's Building, Victoria in the Colony of Hongkong on Friday the seventh day of November 1919 at 12 o'clock Noon, when the subjoined Resolutions will be proposed—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—
 - (a) That shares of the Society of the nominal value of £10 each whereof £4 per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and half shares of the Society for each one share of the Company.
 - (b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.
 2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 Shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.
 3. That the 15,000 shares referred to in Resolution No. 2 above and when issued do rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.
- Dated this Twenty-Fifth day of October 1919.
- C. H. P. HAY,
Deputy General Manager.

EXCHANGE.

SELLING.

T/T	4/3 1/2
Demand	4/5 11/16
30 d/s	4/5 13/16
60 d/s	4/5 15/16
4 m/s	4/5 1/16
T/T Shanghai	Nom.
T/T Singapore	190
T/T Japan	185 1/2
T/T India	223
Demand, India	223
T/T San Francisco	93 1/2
& New York	93 1/2
T/T Java	239 1/2
T/T Marks	Nom.
T/T France	8 10
Demand, Paris	—

BUYING.

4 m/s. L/C	4/7
4 m/s. D/P	4/7 1/4
4 m/s. L/C	4/7 3/4
30 d/s. Sydney and Melbourne	4/7 1/4
30 d/s. San Francisco & New York	95
4 m/s. Marks	Nom.
4 m/s. France	8 3/4
6 m/s. France	8 4/2
Demand, Germany	—
Demand, New York	93 3/4
T/T Bombay	223
Demand, Bombay	—
T/T Calcutta	223
Demand, Calcutta	—
Demand, Manila	194 1/2
Demand, Singapore	190
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4 50 Nom.
Gold leaf per Tael	31.80
Bar Silver, per oz	64 1/4
forward	63 3/4

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" 10 "	\$0.50% dis.
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CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG.—19th Sunday after Trinity, 26th Oct., 1919. Holy Communion (7.50 a.m.) Matins (11 a.m.) Responses: Ferial, Venite: Reinagle. Psalm: Baker, Armes and Greene. Te Deum: Oakeley, Turle and Tallis (2nd day.) Benedictus: Crotch (9th morning.) Hymns: 549, (63) 270. Sevenfold Amen. God Save the King. N.B.—Psalm 119, verses 105, 111, 116; 121 & 172 in unison. Hymn 549, verse 4 in unison. Hymn 272, verses 1 and 6 in unison. Litany (12 noon.) Evensong (6 p.m.) Responses: Ferial, Psalm: Barnby. Magnificat: Smart. Nunc Dimittis: Poland (22nd morning.) Hymns: 546, 243, 431, Voluntary: Choral. Prelude on "Hanover"—Farr. N.B.—Psalm 119, verses 145, 146, 156, 164, 167 & 171 in unison. Hymn 546, verse 1 in unison. Hymn 243, verse 2 in unison. Hymn 431, verses 3 and 6 in unison. N.B.—Organ Recital on Tuesday next at 6.15 p.m.

ST. ANDREW'S CHURCH, KOWLOON.—26th October, 1919.—19th Sunday after Trinity. Holy Communion at Mid-day and after Evensong Morning Prayer 11 a.m. Responses: Ferial. Venite: Reinagle. Psalms: Of the 26th Morning—Verses: 105-112—Baker, 113-120—Armies, 121-128—Greene. Te Deum: Woodward, Smart and Turle. Benedictus: Garrett. Kyrie: Mendelssohn, Hymns: 17 (1st Tune), 10, 315, 451, 479. Evening Prayer 6 p.m. Responses: Ferial. Psalms: Of the 26th Evening—Verses: 145-152—Barnby, 153-160—Littleton. Magnificat: Smart—14th Evening—Nunc Dimittis: Felton. Hymns: 372, 344, 143, 38 (A. & M. 477) N.B.—Choir Practice next Friday at 6.00 p.m.

UNION CHURCH KENNEDY ROAD.—Sunday Services Oct. 26th. Morning 11 a.m. Hymns: 5, 613, 264, 266. Psalm 67.

Subject: The Church in Sardis. Evening 6 p.m. Hymns: 17, 129, 147, 364. Preacher: Rev. J. Kirk Macdonachie.

ST. PETER'S CHURCH, WEST POINT.—Sunday, Oct. 26th 1919. 8 a.m. Holy Communion 11 a.m. Morning Prayer, and Sermon.

PEAK CHURCH.—Holy Communion at 8.15 a.m.

THE GOSPEL HALL.—(No. 10 and 12 Pedder Street). Weekly Services:—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday, Exposition of Scripture, 8 p.m. Thursday, Bible Class, 8 p.m. Friday, Bible Class for Ladies, 5.30 p.m. Saturday, Prayer Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL GLENEALY.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

WESLEYAN METHODIST CHURCH WANCHAL.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6 p.m. SOLDIERS' AND SAILORS' HOME ARSENAL STREET.—Sunday Evening, Gospel Services 8 p.m.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

IF YOU WAKE UP cross and depressed, with a coated tongue, a mean feeling in the head, a sense of feverishness or inefficiency, its time you took

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NOTICES.

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GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hongkong about	Due Marseilles about	Due London about
PRINZESSIN KHIVA	1st Nov.	3rd Dec.	13th Dec.
	1st Nov.	3rd Dec.	12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

DUNERA 12th Nov. due Bombay about 29th Nov.

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

JAPAN 24th Oct. 1 p.m. due C. alcutta about 15th Nov.

FOR SHANGHAI, KOBE & MOJI.

GREGORYA leave Hongkong about Due Kobe about

DUNERA 23rd Oct. at 6 a.m. 31st October.

26th Oct. at 10 a.m. for Shanghai & W.wei.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 14ft. X 2ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

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Empress of Asia Nov. 27 Dec. 15

Empress of Russia Dec. 25 Jan. 12

Empress of Japan Jan. 7 Jan. 28

Empress of Asia Jan. 22 Feb. 9

Empress of Japan Mar. 3 Mar. 24

Empress of Russia Mar. 11 Mar. 29

Empress of Japan Mar. 22 Apr. 15

Empress of Asia Apr. 8 Apr. 26

Empress of Japan Apr. 23 May 19

Empress of Russia May 6 May 24

Empress of Japan May 29 June 22

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

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SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.

KASHIMA MARU Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,

Port Said & Marseilles.

KAGA MARU Sunday, 2nd Nov., at noon.

YOKOHAMA MARU Friday, 14th Nov., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

MIKKO MARU Saturday, 20th Dec., at 11 a.m.

AKI MARU Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Myororan, San

Francisco, Panama & Colon.

TOKIWA MARU Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU Sunday, 2nd November.

YAMAGATA MARU Beginning of Nov.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU Sunday, 2nd November.

NAGATO MARU Wednesday, 19th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Saturday, 22nd Nov., at 11 a.m.

MIKKO MARU Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOSAN MARU Monday, 27th Oct.

TAMA MARU Thursday, 30th Oct.

KAWACHI MARU Friday, 31st Oct.

MISHIMA MARU Wednesday, 5th Nov. at 11 a.m.

EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam

Hamburg etc.)

DELAGOA MARU Monday, 27th October.

* (London, Antwerp & Hamburg.)

TOYOOKA MARU (Marseilles & Liverpool) Thur. 30th Oct.

TATSUNO MARU (London, Antwerp & Hamburg) Middle of Nov.

TSUSHIMA MARU (Marseilles & Liverpool) End of Nov.

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SHINYO MARU 22,000 25th Oct.

PERSIA MARU 9,000 14th Nov.

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KOREA MARU 22,000 2nd Dec.

NIPPON MARU 11,000 5th Dec.

TENYO MARU 22,000 18th Dec.

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SEIYO MARU 4th Nov.

Vessels are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific

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15,000 tons. 11,000 tons. 10,000 tons.

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SHIPPING NEWS.

NEW ATLANTIC LINERS.

It was announced in Glasgow recently that the Donaldson Line had ordered six new steamers for the Atlantic trade, and that the Anchor-Donaldson Line were to build two new vessels for their Glasgow and Montreal route. Seven of the liners will be constructed in Clyde yards, while the remaining vessel will be built at Barrow-in-Furness. During the war the Donaldson fleet suffered heavily from enemy action the passenger steamers Athenia and Letitia being lost at sea, and four cargo vessels also sunk. To make good these losses and in anticipation of the expansion of trade the joint firms have ordered the new liners.

A SIGN OF THE TIMES.

Very considerable interest is being aroused among the British shipping community on the Tyne, and especially among officers, owing to the new departure of Japanese shipowners, who are in a large number of cases dispensing with European officers. The Japanese steamer Kaikyū Maru, carrying a crew of 80, has arrived from Manchuria. She is quite a new vessel built in Japan, and has come here to load coal. She is manned entirely by Japanese, and is one of the first arrivals in the river manned solely by Japs, and carries no European officers. The Taiyō Maru has brought copper from Batavia, having called at Hamburg on her passage. She carries a crew of 49, all of whom are Japanese. Until recently all these ships carried European officers.

ENGINEERING WONDERS.

Sir Charles Parsons, in his Presidential address before the British Association pointed out that among the minor improvements which in recent years have contributed to a higher efficiency in turbines are the more accurate curvature of the blades to avoid any losses in the steam, the raising of the peripheral velocities of the blades to nearly the velocity of the steam impinging upon them, and details of construction to reduce leakages to a minimum. In turbines of 20,000 to 30,000 horse-power 82 per cent. of the available energy in the steam is now obtainable as brake horsepower, and with a boiler efficiency of 35 per cent. the thermodynamic efficiency from the fuel to the electrical output of the alternator has reached 23 per cent. and shortly may reach 28 per cent., a result rivaling the efficiency of internal combustion engines worked by produced gas. During the twenty years immediately preceding the war turbo generators had increased in size from 500 kilowatts to 25,000 kilowatts, and the consumption of steam from 17lb. per k.w. hour to 10.3lb. per k.w. hour. Turbines have become the recognised means of generating electricity from steam on a large scale. In the same period the engine power in Mercantile Marine has risen from 3,900 of the King Edward to 75,000 in the Mauretania. As regards the Royal Navy, the engine power of battleships prior to the war had increased from 12,000 i.h.p. to 30,000 s.h.p., and in ships of the Queen Elizabeth class the power amounted to 75,000 s.h.p., with a speed of 25 knots. During the war the power obtained with geared turbines in the Courageous class was 100,000 s.h.p. with a speed of 32 knots, the maximum power transmitted through one gear wheels being being 25,000 h.p., and through one pinion 15,500 h.p., while in destroyers speeds to 39 knots had been obtained. The aggregate horse-power of war and mercantile turbine vessels was about 35,000,000. Dealing with the size of ships which had steadily increased up to the date of the war, this had brought about a reduction of power for propulsion per ton of displacement. On the other hand, thanks to the greater size of ships and more economical machinery, speeds have been increased when the traffic has justified the greater cost. The limiting factor to further increase in size is the depth of water in harbours. With this restriction removed there is no obstacle to building ships up to 1,000ft. in length or more, provided the volume and character of the traffic are such as to justify the extra cost. In the other parts of the address, Sir Charles dealt with sound ranging and listening devices developments in electrical science, and discussed at some length the outlook for engineering. Water power and coal and new sources of power received attention. Emphasis was also laid on the need of putting in hand a comprehensive programme of research work.

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For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Yingchow	25th Oct. at 4 p.m.
HOIHOW & BANGKOK	Kwangse	26th Oct. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	27th Oct. at 3 p.m.
SWATOW & BANGKOK	Liangchow	28th Oct. at 10 a.m.
SHANGHAI	Suiyang	28th Oct. at noon.
H'HOW PHOI & H'PHONG	Kailong	30th Oct. at 10 a.m.
SHANGHAI	Sinkiang	30th Oct. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsin-tao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Hongkong Oct. 25, 1919.

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Regular Fortnightly Service between

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Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Java	26th Oct.	2nd Nov.	Shanghai
Tjilmanoeet	Java	24th Oct.	6th Nov.	Java
Tjilwong	Java	31st Oct.	7th Nov.	Japan
Tjisalak	Java	1st Nov.		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailong	J. W. Evans	TUES. 28th Oct. at 1 p.m.
Haitan	A. H. Stewart	FRI. 31st Oct. at 1 p.m.
Quinnebaug	Medina	TUES. 4th Nov. at noon.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

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OSAKA SHOSEN KAISHA.

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LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEBES MARU" ... Saturday, 8th Nov.
"ALPS MARU" ... End of November.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"SEATTLE MARU" ... Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"INDUS MARU" ... Tuesday, 4th Nov.
"SAIGON MARU" ... Beginning of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"SHISEN MARU" ... Saturday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
"MADRAS MARU" ... Middle of November.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"AFRICA MARU" ... Thursday, 13th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 26th Oct.
TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Friday, 24th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

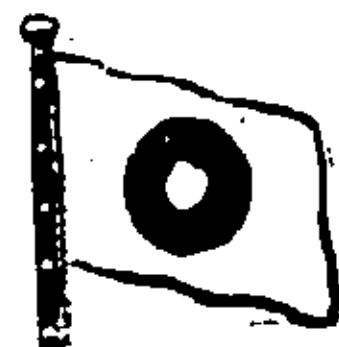
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID,
CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI,
BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts
Japan, China, India, Java, North and South America, also to
Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ICONIUM" ... About Oct. 29. "ELKTON" ... About Nov. 19.
"SEATTLE SPIRIT" ... Nov. 10. "WESTERN KNIGHT" ... Dec. 7.
"WHEATLAND" ... Nov. 11. "ELDRIDGE" ... Dec. 10.
"ENDICOTT" ... Nov. 17. "EDMORE" ... Dec. 24.

[For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WEST HARTLAND" ... About November 10th.
"WABAN" ... November 15th.
"HISHMAHA" ... December 11th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2471 & 2473

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER SAILING DATE
"GRACE DOLLAR" ... 1st half Dec.
"MELVILLE DOLLAR" ... 28th November.
"HAROLD DOLLAR" ... 10th December.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HARTS" ... 7th November.
"WEST HEPBURN" ... 28th November.
"WEST IRA" ... 30th November.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 795.
" 792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
about end November.

s.s. PERSIA. s.s. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"Eurymedon" ... via Panama ... 3rd Novr.
"Eurylochus" ... via Panama ... 25th Novr.
"City of Newcastle" ... via Suez ... 30th Novr.
"Knight Templar" ... via Panama ... 22nd Decr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIGN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light
and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland
Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lign.

General Managers,
York Buildings.

Telephone No. 1574.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about
1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

SHIPPING.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Hongkong,
Shanghai, Manila and Kobe.Operating the following Far Eastern service for account of the United
States Shipping Board

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

FOR SEATTLE

FOR SAN FRANCISCO

"WEST ISLIP" ... November Sailing.
"WEST CACTUS" ... First Half Nov.
"WEST CAJOT" ... Second Half Nov.

Through rates quoted and through B/L's issued to all
points in U. S. and Canada.

L. EVERETT, Vice-Pres.

E. A. NELSON, Gen. Agent.

OFFICE:—1ST FLOOR POWELL'S BUILDING, 12 Des Voeux Road.

THE U. S. SHIPPING BOARD.

S. S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via Suez

Late November

For freight space and particulars apply to

THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 24785th floor
Hotel Mansions.MOVEMENTS OF
STEAMERS.

The American & Manchurian
Line s.s. CITY OF NEWCASTLE
is due to arrive here about 10th
November.

The N.Y.K. s.s. KAWACHI
MARU (Liverpool Line) left
Liverpool for this port via the
Suez Canal on the 17th Sept.,
and is expected here on the 30th
October.

The N.Y.K. s.s. SADO MARU
(European Line) left London for
this port via the Suez Canal on
the 4th Oct., and is expected here
on the 12th Nov.

The N.Y.K. s.s. KOSOKU M.
(Bombay Line) left Bombay for
this port direct on the 17th Oct.,
and is expected here on the 7th
November.

The Admiral L. s.s. ICONIUM
is due to arrive at Hongkong on
November 1st, from Seattle via
usual Japan ports and Shanghai.

The N.Y.K. s.s. TOSAN M.
(Calcutta Line) left Singapore
for this on the 18th Oct., and is
expected here on the 26th Oct.

The N.Y.K. s.s. TAMA M.
(Calcutta Line) left Singapore
for this port on the 21st Oct., and
is expected here on the 29th Oct.

The s.s. COLOMBIA sailed
from Yokohama for Kobe, Shang-
hai, Manila and Hongkong on
Saturday the 18th inst.

The s.s. ECUADOR sailed from
Yokohama for Honolulu on the
17th inst.

The R.M.S. EMPRESS OF
RUSSIA arrived at Manila on
23rd Oct., 8 a.m. leaves there 24th
Oct., 2 a.m. and is due at Hong-
kong on noon, 25th Oct.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE Steamship

STANLEY DOLLAR

having arrived from San
Francisco, B. C., via ports, on Oct.
20, 1919, consignees are hereby
notified that their cargo is being
landed at their risk into the
hazardous Godowns of the Hong-
kong & Kowloon Wharf & Go-
down Co., Ltd and stored at con-
signee's risk.

All broken, chafed and dam-
aged cargo is to be left in the
godowns, until Friday Oct. 24,
1919, when they will be exami-
ned by Messrs. Carmichael &
Clarke at 10 a.m. October 24,
1919.

Claims will not be accepted
unless cargo is so examined by
said Surveyors, prior to the above
date.

All claims must be presented
within a month of the steamer's
arrival here, after which they
will not be recognised.

No Claims will be admitted
after the goods have left the
godowns.

All goods remaining after Oct.
27, will be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their bills of lading for
countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 20th October, 1919.

The N.K.K. s.s. KITANO M.
(European Line) left London for
this port via the Suez Canal on
the 18th Oct., and is expected
here on the 24th Nov.

The s.s. CHINA sailed from
San Francisco, on October 18th.

The s.s. NANKING sailed from
Yokohama on October 23rd, and
she may be expected to arrive at
this port on October 31st.

The s.s. COLOMBIA sailed from
Shanghai for Manila and Hong-
kong, on Thursday October 23rd,
and may be expected here on
Monday November 3rd.

THE BRITISH ANTI-FOULING

COMPOSITION AND PAINT COMPANY, LTD.

Registered Trade Mark.

HONGKONG:

TORPEDO

BRADLEY & Co. LTD.

HONGKONG:

THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions

All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence
and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull,
Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT CO., Ltd., 17, BATTERY PLACE.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS:—"TAIKOODOCK" HONGKONG.

TELEPHONE No. 222

CALL PLAN: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

NEW ADVERTISEMENTS.

THE SOCIETY OF ST. VINCENT DE PAUL

will hold
THEIR 36th ANNUAL AL FRESCO FETE
 in the Compound of
 The Roman Catholic Cathedral
 and
 The old St. Joseph's College
 on the
7th DECEMBER, 1919.
 2 p.m. to 7 p.m. and 8.30 p.m. to 11.30 p.m.

Several Raffles
 with valuable prizes, including a new
OVERLAND FIVE-SEATER MOTOR CAR.

Grand Concert.
 Tea and Refreshment Rooms,
 Chute, Shooting Gallery, Aunt Sally,
 The Lucky Wheel, and numerous side-shows.

Two Bands will attend;
 one on each Compound.

COME AND HELP THE POOR.

THEATRE ROYAL.

SIX NIGHTS ONLY

COMMENCING

TO-NIGHT

at 9.15 p.m.

EDGAR WARWICK

presents the
 New Revusical-Comedy Company in "New Editions"

of

VANITY FAIR

New Frocking, Staging, and Repertoire.
 Don't Forget Second Edition on Monday.
 Booking at **MOUTRIES.**

WISEMAN LTD.

Tea Dances

ON

Tuesday October 28th

AND

Thursday October 30th.

Dance Tickets

50 Cents Each.

WISEMAN LTD.

D. M. GOODALL
 Manager.

PUBLIC AUCTION.

THE Undersigned has received
 instructions to sell by Public
 Auction on

MONDAY, the 27th.

October 1919.

commencing at 11 a.m.

at the Tung Cheong Godown

Yau-mati

(for account of the concerned)

218½ Tons Coal

Terms: Cash on delivery

Geo. P. LAMMERT,
 Auctioneer.

FOR SALE.

FOR SALE.—Motor Cycle,
 Indian 5½ horse power, in per-
 fect condition and fully equipped.
 Practically new. Apply Box 270
 c/o "Hongkong Telegraph."

LAUGH & THE
WORLD LAUGHS!

MAKE YOUR CHILDREN

HAPPY. LET THEM

LAUGH WITHOUT

RESTRAINT. SHED A

LITTLE SUNSHINE INTO

THEIR LIVES BY SHOW-

ING THEM

CHARLIE

CHAPLIN'S

MILLION-DOLLAR

PICTURE

"SUNNYSIDE"

Prices: 60c. & 30c.

Children 20c. to stalls.

NOTICE.

HONGKONG JOCKEY CLUB

Members are reminded of the
 Half Yearly Meeting, called for
 on Saturday the 1st November at
 12.30 p.m. at the Offices of the
 Jockey Club, on the Ground Floor
 of the Hongkong Club Annex, at
 Chater Road.

By Order,

G. W. GEGG,
 Acting Clerk of the Course.
 Hongkong, 17th October, 1919.

NOTICE.

NOTICE OF REMOVAL

Notice is hereby given that the
 Branch Office of the Liverpool
 and London & Globe Insurance
 Company Limited will on and
 after the 27th instant be transferred
 to St. George's Buildings
 (Second floor) Chater Road Hong-
 kong.

Telephone No. 200—P.O. Box 451
RIGBY H. P. KEWLEY,
 Acting Local Manager.
 Hongkong 21st October, 1919.

G. R.

NOTICE.

WAR DEPARTMENT
CONTRACTS.

Sealed Tenders will be received
 at the Office of the Officer Com-
 manding Royal Army Service
 Corps, Headquarters, Victoria
 Barracks, until 12 noon on Thurs-
 day, 13th November, 1919, for the
 supply of Household Coal to the
 War Department, for the period
 1st December, 1919, to 31st March,
 1920.

Forms of Tender and other
 particulars may be obtained per-
 sonally, or by letter, from the
 above named Office between the
 hours of 10 a.m. & 1 p.m.

HONGKONG HOTEL.

TEA DANCES.

TEA DANCES WILL BE HELD
 ON MONDAY, THE 27th AND
 THURSDAY, THE 30th OCTOBER,
 1919, FROM 4.30 TO 7 P.M.

UP TO DATE DANCE MUSIC
 WILL BE FURNISHED BY THE
 HONGKONG HOTEL "JAZZ BAND."

ENTRANCE TO DANCE ROOM,
 INCLUDING TEA, \$2.00 PER HEAD.

J. H. TAGGART,
 Manager.

NOTICE.

A. S. WATSON & CO., LTD.

Notice is hereby given that an
 Extraordinary General Meeting
 of A. S. Watson & Co. Limited,
 will be held at the Hongkong
 Hotel on the 5th day of Novem-
 ber, 1919, at Noon, when the sub-
 joined resolution, which was passed
 at the Extraordinary General
 Meeting of the Company held on
 the 20th day of October, 1919, will
 be submitted for confirmation as
 a Special Resolution.

"That the New Articles already
 approved by this Meeting and
 for the purpose of identifica-
 tion subscribed by the Chair-
 man thereof be and the same
 are hereby adopted as the
 Articles of the Company to the
 exclusion of all and in sub-
 stitution for all the existing
 Articles thereof."

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 21st October 1919.

G. R.

NOTICE

All persons with the exception
 of persons of Chinese race,
 wishing to leave the Colony must
 have in their possession a VALID
 PASSPORT. Passengers not in
 possession of passports will not
 be allowed to leave the Colony.

All persons with certain excep-
 tions who remain in the Colony
 for more than 7 days are required
 to Register themselves under the
 REGISTRATION OF PERSONS
 ORDINANCE 1916 Forms of
 Registration giving the particu-
 lars required may be obtained at
 the G. P. O. and at all Police
 Stations.

The Penalty for non-compliance
 is a fine not exceeding \$50.
E. D. C. WOLFE,
 C.S. P.
 Hongkong, 5th September 1919.

PUBLIC AUCTION.

THE Undersigned has received
 instructions from A. D.
 Keigwin Esq. to sell by Public
 Auction on

WEDNESDAY, the 29th Oct.

1919,

commencing at 2.45 p.m.

at No. 5 Humphreys Building,

Kowloon

A Quantity of Valuable House-

hold Furniture

Comprising:—

Chesterfield couch and arm-
 chairs, lady's blackwood desk and
 flower stands, teak writing table
 and bookcase, teak card tables,
 brass fender, Japanese screen,
 brass electric standard lamp and
 table fan, curtains, carpet, rugs
 etc. etc.

Teak extension dining table and
 marocco covered chairs, teak
 sideboard with bevelled mirror,
 teak ice chests, dinner service,
 teak flower stands, side tables,
 cooking utensils, rattan ware etc.
 etc.

Teak twin bedsteads, teak
 single and double wardrobes with
 bevelled mirrors, teak dressing
 table, tiled top washstand, chest
 of drawers toilet crockery etc. etc.

also

1 Small Steel Safe by Herrning-

Hall Marvin Co.

1 Victrola with Records

On view from Tuesday, the

26th inst.

Catalogue will be issued.

Terms: Cash on delivery

Geo. P. LAMMERT,
 Auctioneer.

PUBLIC AUCTION.

THE Undersigned has received
 instructions to sell by Public
 Auction on

Tuesday the 28th October,

1919

commencing at 2.30 p.m.

at his Sales Rooms, Duddell

Street

A Quantity of Valuable House-

hold Furniture

comprising:—

Teak hatstand with bevelled
 mirror, tapestry covered drawing
 room suite, easy chairs, teak over-
 mantel, desk, bookcase, card
 table, Bronze ware, pictures,
 vases and ornaments, etc. etc.
 Teak dining tables and chairs,
 teak sideboard, chiffonier, dinner
 waggons, tea tables, ice chest,
 dinner service, electro-plated
 ware, cutlery and glass-ware etc.
 etc.

Double brass mounted iron bed-
 stead, teak wardrobes with bevelled
 glass doors, teak dressing table,
 washstand, chest-of-drawers,
 toilet crockery etc. etc.

also

A few pieces Blackwood-ware

and

1 Remington typewriter

1 Underwood typewriter

1 Oliver typewriter

1 Treadle Sewing Machine

On view from Monday the

27th inst.

Catalogue will be issued

Terms: Cash on delivery

Geo. P. LAMMERT,
 Auctioneer.

THE INDUSTRIAL AND
COMMERCIAL BANK,
LIMITED.

Head Office: 6 Des Vaux Road Ck.
 Hankow Branch: Panoff Building.

FOR THE YEAR TO COME

Prudence is important in all things.
 This applies to your own finances. The
 best way of providing for the future, freely,
 is by

OPENING A SAVINGS ACCOUNT

WITH US

\$1 to start.

SYSTEMATICALLY it will grow to

THOUSANDS.

FOR SALE.

FOR SALE.—6 % Golf Club
 Debentures \$1.00 each. What
 offers? Apply Box 232 c/o "Hong-
 kong Telegraph."

NOTICE.

BY ORDER OF THE OWNERS

PUBLIC AUCTION

THE VERY

VALUABLE BUILDING SITE

Situate at

KOWLOON POINT

TSIMTSATSUI

WITH LARGE FRONTAGE

ON KIMBERLEY ROAD

KOWLOON

RIPE FOR IMMEDIATE

DEVELOPMENT

TO BE SOLD BY

PUBLIC AUCTION

ON

THURSDAY

The 30th day of October, 1919

at 12 o'clock Noon

by

MR. GEO. P. LAMMERT.

at his Auction Rooms in

Duddell Street.

The Property consists of:—

All that piece or parcel of

ground situate at Kowloon in the

Colony of Hongkong and registered

in the Land Office as THE

REMAINING PORTION OF

KOWLOON INLAND LOT NO.

1154.

The Property is situate in a

very desirable position ready for

immediate building purposes.

Particulars and Conditions of

Sale may be obtained from

MESSRS. DEACON LOOKER

DEACON & HARSTON,

1, Des Vaux Road Central,

Hongkong

The Vendors' Solicitors

Or From

Mr. Geo. P. LAMMERT,

The Auctioneer.

RICHES IN RABBIT SKINS.

Five shillings each for rabbit
 skins! That is the price which
 the Beveren Club is offering for
 first-grade Blue Beveren and
 Havana pelts this winter. That
 of the Blue Beveren is of a lovely
 shade of lavender blue through-
 out; it is long, lustrous, and ex-
 ceedingly fine and silky. That of
 the Havana is of a rich chocolate
 colour, and is thick, fairly long,
 fine, and shining. The central idea
 of the new scheme is to keep
 some part at least of the many
 thousands of pounds which used
 to leave this country for furs here
 at home, and to produce natural
 furs, not the dyed kind, the colour
 of which is so liable to fade or
 come out. Furriers who have
 seen the pelts of the Blue Beveren
 and the Havana are delighted
 with them, and all they want to
 know is how many the club can
 supply.

EMILY STEVENS

GEORGE WALSH

GLADYS HULETTE

ENID MARKEY

MOLLY KING

will all be on view at **THE CORONET** this week, together with **THE STRING BAND** of

"The Empress of Russia," which will be used nightly at 9.15 p.m.

to augment, not supersede, our own fine Orchestra.

THE WEEK'S PROGRAMME.

TO-NIGHT

at 5.15 & 9.15 p.m.

LAST TWO SHOWINGS

OF

"OUTWITTED"

FEATURING

EMILY STEVENS.

TO-MORROW

at 6 & 9.15 p.m.

FOR ONE NIGHT ONLY

GLADYS HULETTE

IN

"OVER THE HILL"

MONDAY & TUESDAY

at 5.15 & 9.15 p.m.

TRIUMPHANT RETURN

OF

GEORGE WALSH

IN

"THE YANKEE WAY"

"The Spirit of Comic

Opera on the Screen."

WEDNESDAY & THURSDAY

at 5.15 & 9.15 p.m.

MOLLY KING

the Girl with the Sunshine Smile

in

her greatest feature

**"THE
 ON-THE-SQUARE
 GIRL"**

FRIDAY

at 5.15 & 9.15 p.m.

THE EVENT

OF

THE SEASON

—

FIRST SCREENING

OF

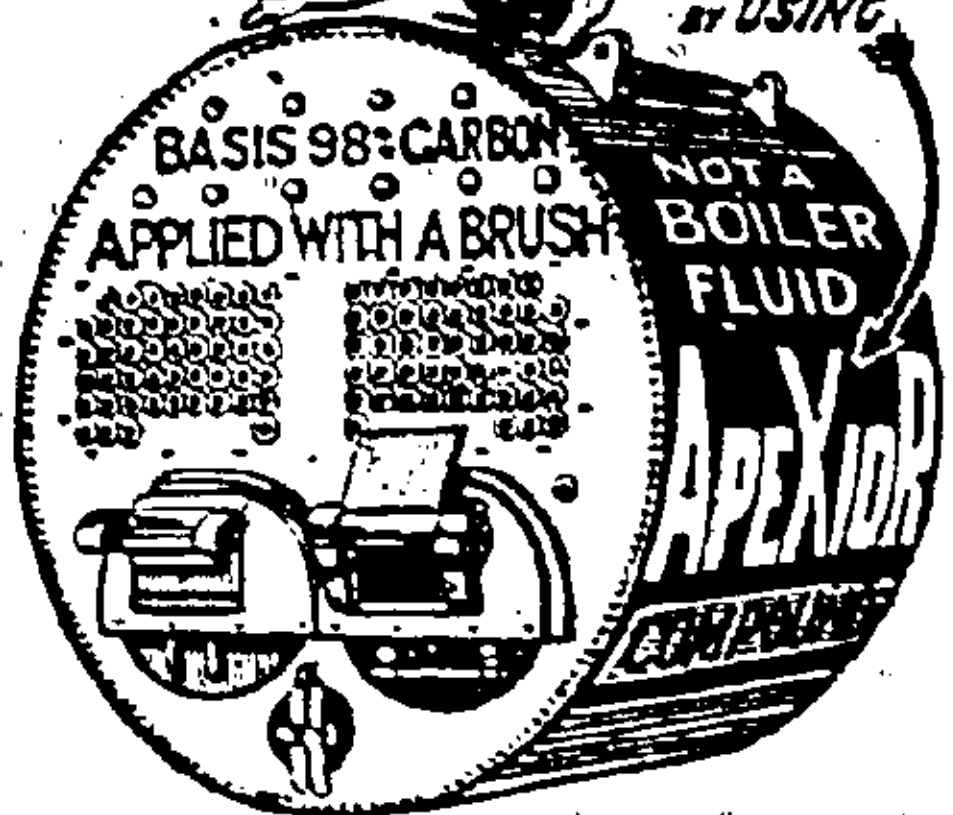
"THE AUCTION BLOCK"

NOTICES.

APEXIOR

Absolutely
Stops and Prevents Corrosive Pitting
and the Adhesion of Hard Scale.

YOU CAN LAUGH AT BOILER TROUBLES BY USING



No Heat Retardation, No Zinc Plates needed in Boilers treated with this compound!!

The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the—

BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE ARGENTINE AND CHILIAN NAVIES.

Also—

Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union Castle, Elder Dempster, Commonwealth and Dominion, Anglo-American Oil Co., Hudson Bay Co., Pacific Steam Navigation, Lamport & Holt, Knight, Leyland, Brocklebank, John Cockerill, Line, Nippon Yusen Kaisha, and practically all important Steamship Companies.

Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY,

QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.
as "SHINYO MARU,"
From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA.

The above named Steamer having arrived Wednesday, October 22nd.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, October 28th.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Tuesday, October 28th, at 10 P.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,

Manager,
Hongkong, 23rd October, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU, JAPAN PORTS.

The Steamship

"SEIYO MARU."

The above named Steamer having arrived Thursday Oct. 23rd.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, Oct. 29th.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, Oct. 30th, at 10 a.m.

No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO,

Manager,
Hongkong, 23rd October, 1919.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From NEW YORK.

The Steamship

"CITY OF FLORENCE,"

having arrived. Consignees of cargo are hereby informed that all goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd October will be subject to rent.

All claims against steamer must be presented to the undersigned on or before the 29th October, 1919, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 21st October, at 9 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents,
Hongkong, 15th October, 1919.

CONSIGNEES.

STRUTHERS & DIXON INC.

FROM BOMBAY AND SINGAPORE.

The Japanese Steamship

"SODEGAURA MARU."

having arrived, consignees of cargo are hereby notified that all the cargo will be landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claim will be admitted after the goods have left the Godowns and goods not cleared by the 31st instant, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 a.m. on Thursday, the 30th inst., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within 10 days after the arrival of the steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by the undersigned.

GEO. GRIMBLE & CO.

Agents,
Hongkong, 24th October, 1919.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Nikko M.	N. Y. K.	Oct. 25
Delagoa M.	N. Y. K.	Oct. 27
Iconium	A. L.	Oct. 29
Shinyo M.	T. K. K.	Oct. 29
Celebes M.	O. S. K.	Oct. 30
E. of Russia	C. P. O. S.	Oct. 30
Toyooka M.	N. Y. K.	Oct. 30
Khiva	P. & O.	Nov. 1
Suwa M.	N. Y. K.	Nov. 1
Kaga M.	N. Y. K.	Nov. 2
St. Albans	E. & A.	Nov. 3
Eurymedon	E. L.	Nov. 3
Colombia	P. M. S.	Nov. 4
Nanking	C. M. S.	Nov. 4
Seiyō M.	T. K. K.	Nov. 5
West Harts	R. D. Co.	Nov. 7
Seattle Spirit	A. L.	Nov. 10
Hartland	A. L.	Nov. 10
Taiyuan	B. & S.	Nov. 10
Van Waerwyck	J. Col. L.	Nov. 11
Wheatland	A. L.	Nov. 11
E. of Japan	C. P. O. S.	Nov. 12
Africa M.	O. S. K.	Nov. 13
Persia M.	T. K. K.	Nov. 14
Yokohama M.	N. Y. K.	Nov. 14
Waban	A. L.	Nov. 15
Endicott	A. L.	Nov. 17
Aki M.	N. Y. K.	Nov. 19
Elkion	A. L.	Nov. 19
China	C. M.	Nov. 22
Kashima M.	N. Y. K.	Nov. 22
Eurylochus	B. L.	Nov. 25
Of Asia	C. P. O. S.	Nov. 27
Siberia M.	T. K. K.	Nov. 28
Melville D.	R. D. Co.	Nov. 28
West Hephurn	R. D. Co.	Nov. 28
Chang-shan	B. & S.	Nov. 28
C. of Newcastle	B. L.	Nov. 30
Nishimaha	A. L.	Nov. 30
West Ira	R. D. Co.	Nov. 30
Seattle M.	O. S. K.	Nov. 30
Tokiwa M.	N. Y. K.	Nov. 30
Tatsuno M.	N. Y. K.	Nov. 30
Alps M.	O. S. K.	Nov. 30
Nippon	D. & Co. E. M.	Nov. 30
Tsushima M.	N. Y. K.	Nov. 30
West Cactus	S. & D.	1st half Nov.
West Capet	S. & D.	2nd half Nov.
Venezuela	P. M. S.	Dec. 2
Korea M.	T. K. K.	Dec. 2
Nippon M.	T. K. K.	Dec. 6
W. knight	A. L.	Dec. 7
Elbridge	A. L.	Dec. 10
Harold D.	R. D. Co.	Dec. 10
Nishimaha	A. L.	Dec. 11
Montague	A. L.	Dec. 13
Tenyo M.	T. K. K.	Dec. 13
Monteagle	C. P. O. S.	Dec. 19
Crevecoeur	A. L.	Dec. 20
Knight Templar	B. L.	Dec. 22
Edmore	A. L.	Dec. 24
Nile	C. M.	Dec. 27
Grace D.	R. D. Co.	1st half Dec.

129.3

MILES PER HOUR

'SHELL'

The New British Record created by Captain

Gathergood in the recent Aerial Derby.

THE ASIATIC PETROLEUM CO. (South China) LTD.

Put New Life In Your Engine

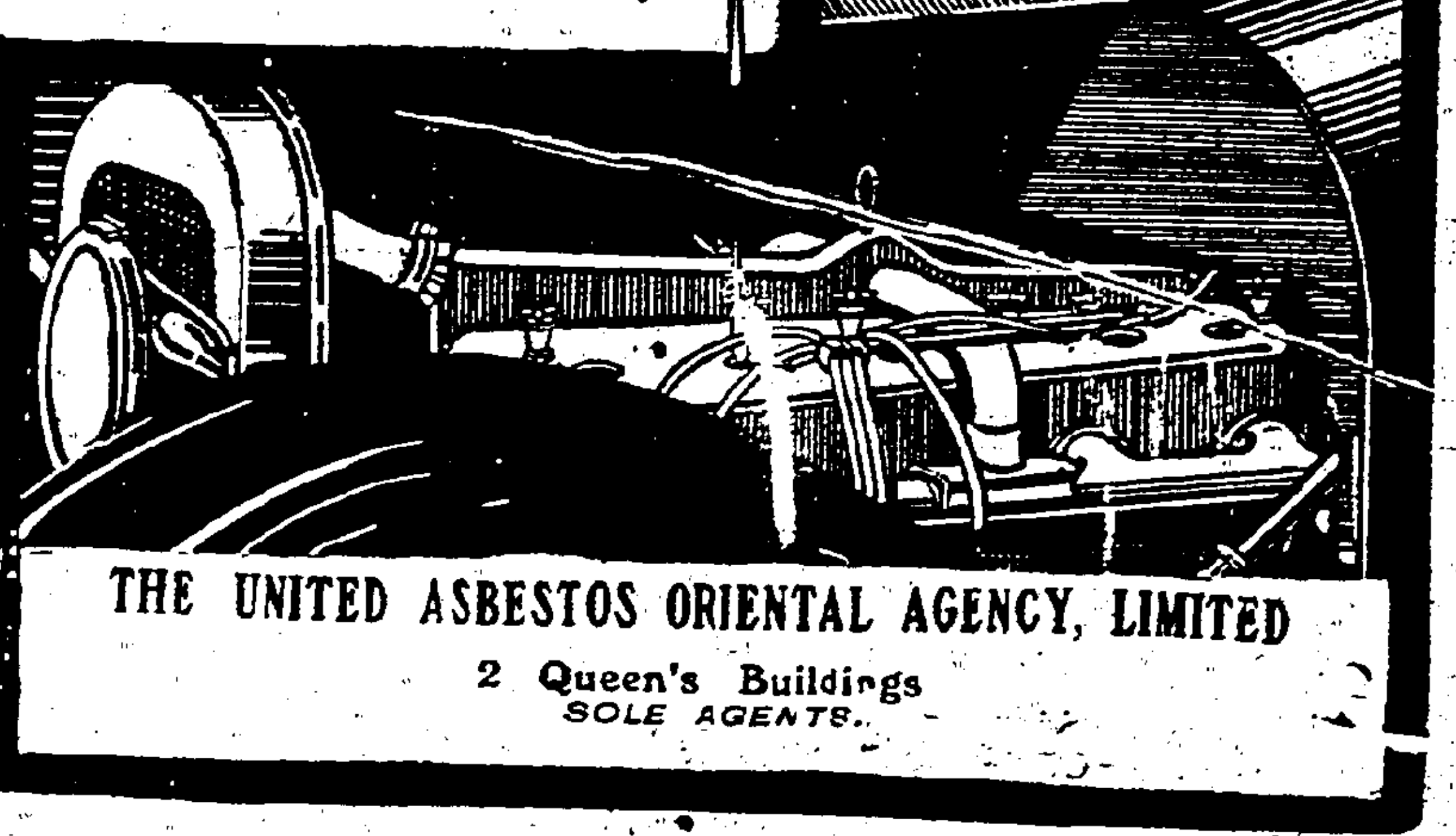
A Dose of Johnson's Carbon Remover will increase the power of your car—improve acceleration stop that knocking sound—quiet your motor—save your batteries—and reduce your gasoline consumption 12% to 25%.

JOHNSON'S CARBON REMOVER

is a harmless liquid to be poured into the cylinders. It softens the carbon and releases it from the metal. It then burns, powders, and is blown out through the exhaust. Five minutes' time and no labor required. You will save from \$3.00 to \$5.00 over any other method—without laying up your car and with very much better results.

Use It Every 1,000 Miles

If you will use Johnson's Carbon Remover at regular intervals giving carbon no chance to accumulate you will automatically eliminate most valve trouble and your engine will always be clean and at its highest efficiency.



THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED

2 Queen's Buildings
SOLE AGENTS.

JAPAN, COAST PORTS, ETC.

Hinsang	J. M. Co.	Oct. 25	Tjikimi	J. C. J. L.	Nov. 2
Yingchow	B. & S.	Oct. 25	Tenshin M.	N. Y. K.	Nov. 2
Dunera	P. & O.	Oct. 26	Tijmanoeck	J. C. J. L.	Nov. 6
Kwangse	B. & S.	Oct. 26	Tijiwong	J. C. J. L.	Nov. 7
Tosan M.	N. Y. K.	Oct. 27	Yuensang	J. M. Co.	Nov. 7
Taming	B. & S.	Oct. 27	Nagato M.	N. Y. K.	Nov. 19
Loongsang	J. M. Co.	Oct. 28	Tango M.	N. Y. K.	Nov. 22
Haitan	D. L. Co.	Oct. 31	Saigon M.	O. S. K.	Nov. 22
Konagawa M.	N. Y. K.	E. of Oct.	Yamagata M.	N. Y. K.	E. of Nov.
Shisen M.	O. S. K.	Nov. 1	Madras M.	O. S. K.	E. of Nov.
Nikko M.	N. Y. K.	Dec. 20			

Reduced Prices
from October
15th.

Take
ADVANTAGE
of the
EXCHANGE
and re-tyre
with



Time to Re-tire?
(Buy Fisk)

FISK.

Covers.

Size	Non-Skid	Plain	Tubes
28" x 3"	\$18.50		\$4.75
30" x 3"	19.00		5.00
30" x 3 1/2"	23.00	\$21.50	5.25
32" x 3 1/2"	26.50	25.00	5.50
31" x 4"	36.00	34.50	6.00
32" x 4"	38.00	36.50	6.50
33" x 4"	39.00	37.50	7.00
34" x 4"	40.00	38.50	7.50

SHEWAN TOMES & CO.
MOTOR DEPARTMENT.

Garage No 7 Russell St.

'Phone 659.

DOINGS OF THE DUFF.

Heien Almost Forgot to Say Good-bye

BY ALLMAN.



THE MERCURY GARAGE CO.

WISH TO SERVE YOU.

BEST CARS, PROMPT SERVICE.

MODERATE PRICES.

RING UP THE FAMILIAR

977.

CUT DOWN YOUR OFFICE EXPENSES

MONEY WILL BE SAVED
AT EVERY TURN OF THE
CYLINDER.



SIMPLE IN CONSTRUCTION,
DURABLE AND EASY IN
OPERATION.

BY USING THE EDISON-DICK MIMEOGRAPH

When a few forms are wanted printing costs are often prohibitive—but few or many—Mimeographing is quicker and cheaper. Five thousand perfect duplicates an hour is ordinary work for the New Edison-Dick Mimeograph. The Mimeograph is a thoroughly efficient device for the rapid reproduction of Typewritten and Hand-drawn work.

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EXAMINATION PAPERS.



To appreciate how SIMPLE, how ECONOMICAL, how PROMPT—see it operated at

MUSTARD & CO.

4, DES VUEK ROAD CENTRAL.

TELEPHONE 1186.

THE LIQUOR TRADE.

ITS REGULATION, PROFITS AND FUTURE.

I betray no secret (said Lord D'Abernon, speaking on the liquor control at Carlisle recently) when I say that I have spent a good deal of time since the Armistice in advocating the speedy transfer of power to a new authority. There must be a clear line of demarcation between war and peace. We claim to have put an end to the appalling condition of drunkenness and inefficiency which existed in 1915, and which blighted and paralysed the war efficiency of the country. Proof has been afforded that an enormously preponderating percentage of drunkenness and disease is preventable, and preventable by legislative means; that the pre-war prevalence of these evils was primarily attributable to the absence of any rational system of legislation with regard to alcohol, and that relapse to these pre-war evils will similarly be the fault of the Legislature. It is quite untrue to say man cannot be made sober by Act of Parliament.

The establishment of this truth is sufficient by itself to carry all discussion of the question on to a new plane. It is proved beyond question that the existence of a high standard of sobriety and the regulations necessary to secure it are compatible with a high degree of prosperity in the licensed trade. More than this, the trade is only secure in the absence of drunkenness, and it is an essential condition of security of trade capital that a high standard of sobriety should be maintained. While sobriety is of incalculable value to all classes, it is of more advantage to the trade than to anyone else.

PROFITS NEARLY DOUBLED.
The profits derived from the sale of alcohol during the last three years have been greater than at any previous period of the trade's history, notwithstanding increased taxation. Before the war the total revenue derived by the Exchequer from alcoholic drink slightly exceeded £40,000,000 annually; at the present rates of taxation the revenue in a full year may be estimated at approximately £150,000,000.

Notwithstanding this, all the available sources of information indicate that the private profits of breweries, after paying excess profits duty, were last year not far short of double their pre-war profits. On the retail side it is estimated that the profits of publicans in large towns are anything from twice to three times what they were before the war.

When I said some 18 months ago at Manchester that the State revenue from alcohol could be increased by £100,000,000 a year, I was charged with putting forth an exaggerated estimate but that argument further, and say that if the financial circumstances of the country had required it, the revenue from alcohol could easily be brought up to £200,000,000 a year, a sum ample to pay all the war pensions.

But the increased burden must be paid from the excess profits of the trade and not thrown unduly on the consumer. The consumer should have fair value for his money. The trade profits should be restricted to an equivalent of the pre-war level. If taxation does not do this it is inadequate, and has not realised its full possibilities.

A GIGANTIC WASTE OF MONEY.
Now about the position of the trade. Do I want to see it destroyed or abolished? Surely the results of the past four years are a sufficient answer to this question. But I want to see it improved, better organised, so as to give better service to the public, and I want its proper status understood.

The business of the retail selling of alcoholic beverages under the English system, with a restricted number of licences in each area, is not a trade at all. It is rather a State monopoly, farmed out to or leased to a number of agents, who are rather publicans in the old Roman sense, or New Testament sense, than in the sense of the word as now employed. Until this essential fact is realised the organisation of the trade is not likely to make much effective progress.

Hitherto the State has not understood that, as the effective holder and lessor of the monopoly, it is so deeply interested in its efficiency and economic organisation. The monopoly which the State now miscomprehends and

BREVITIES.

Torcheon laces, popular in America, were first made in Chefoo, China, 25 years ago when missionaries taught the Chinese lace making. Chinese now compete with Belgians in making laces.

The most expert whalers to-day are the Norwegians; the most successful whaling ground is the South Atlantic in the neighbourhood of the South Shetlands and South Orkneys.

Only about 25 out of every 1000 elephants in India can pass the tests for courage which are put to them before they are used in elephant hunting.

School authorities in England are disturbed by the fact that costs of redecorating school buildings will be seven times as high as before the war.

In 1916 there were granted in the United States 72,000 divorces, the record being surpassed only by Japan.

The first elephant ever exhibited in America was shown at Philadelphia in 1796. Grown people were charged a dollar a look and children a quarter.

The earliest bicycle was introduced in Paris in 1868, called a velocipede or popularly "a bone-shaker."

disappears might be an instrument of revenue second only in importance to the Income-tax. The present organisation is a gigantic waste of money, with no benefit either to the public or the industry itself.

WHAT EXPERIENCE TEACHES.
I have no desire to draw any general conclusion respecting the advisability of nationalisation or general State purchase. The question is a very vast one, and the financial responsibility involved enormous. Moreover, this question does not stand where it did.

I would add this as my own profound personal conviction: Belapse to the old conditions of non-regulation would mean relapse to the old deplorable conditions of drunkenness and disease and national inefficiency. Whichever road the country decides to take, let there be no doubt as to the result if the experience of the last four years is ignored.

SPORTING TIT-BITS.

G. G. P. Dodds is to captain the Edinburgh Academy fifteen.

The Australian cricketers beat the South of England XI. recently by ten wickets.

West Calder Juniors and Seafield Athletic were last night admitted to membership of the East of Scotland Junior League.

The bald and bold Rutherford was the best forward on the field in the Arsenal and Newcastle United tussle. Against his old club, too.

A billiard match between Coates Crescent Club and the Western Branch Club, Comrades of the Great War, has resulted in a win for the Western Branch by 500 to 553.

A new hockey club called Fairfield is likely to be formed in Dundee. It is an offshoot of the East of Scotland Rugby Club which will not carry on. The club ground is under plough.

Chaplin, Fulham's new back, has begun the season so promisingly that he may easily become as popular with the home spectators as his namesake is with picture palace patrons.

It is practically certain that the first championship contest decided at the N.S.C. this season will be between featherweights. A new trophy will be put up, as Tancy Lee won the last one outright.

J. M. Caldwell a goal-keeper, is the latest player to be signed by East Stirlingshire. He left the ranks of the Shire some seasons ago, when he signed for Tottenham Hotspur, and he has had a lot of experience of Southern League football since.

Falkirk Hockey Club, which has been dormant during the war, is to be reactivated. Delegates have been appointed to represent the club at the meeting of the Scottish Association with the object of arranging a list of fixtures for the oncoming season.

Peter McWilliam, the "Spurs" guiding hand and the most cautious man in football management, told a newspaper representative confidentially that he hoped he had collected a "verra guid" side. "It is a blend of youth and experience," he explained.

The Warrender Baths Club at Glasgow South Side Gala recently scored a brilliant success, their two swimmers, R. Lauchlin and E. L. Sanders, finishing first and second respectively, with L. Kidd, Dundee Belmont, a good third for the Gow Cup. There were 14 entries for the race, and from the first it was seen that the Cup lay between the two Warrender men.

Edinburgh and District Juvenile Football League are exceedingly fortunate in having as their patron Mr. J. Avon Clyde, M.P., who through his agent—shows a practical interest in the conduct of the competition. Mr. Clyde has decided to give a handsome shield to this body, who also play on knock-out principle—for the Clyde Cup. The donor has kindly agreed to guarantee a set of badges for the winners and runners-up of the competition.

Some idea of the magnitude of the orders which were placed by the Government Departments with sports outfitters may be obtained when it is stated that recently a large London firm was asked to accept delivery of 82,000 best made footballs, complete with rubber bladders. The footballs were ordered by one of the Departments for issue to men of the Army and Navy, and are new "surplus stock."

The Melbourne Amateur Athletic Club having secured large and central premises at St. James' Square will re-open shortly. The instructors will be Messrs. Lawson, Fulmer, and the clever flyweight Jimmy Blackley. G. Outerson will again be secretary. The Melbourne in their last season, 1913-14, headed the list in boxing honours, their members having gained in Scottish championships, inter-city and other contests no fewer than seventeen first prizes.

J. R. Morgan, who has been chosen captain of the first fifteen of the Hawick "Greens," had worn the green jersey for four seasons before war broke out. He is a fine forward player, and very popular with the "Terri" followers of the game. A good scrummager, he has a fine control of the oval in loose rushes, while his dribbling powers are pre-eminent. In 1913 he played for the South of Scotland against Cumberland and scored the only try for the South. He is a native of Coker.

COMMERCIAL NEWS.

ENGLISH HERRING FISHING INDUSTRY.

Important proposals regarding English herring are being discussed at North Scottish fishing centres. A memorial proposes that the Government should buy up all herrings landed at English ports, and fishermen be paid at the rate of 50s per cran and curers allowed 33s per barrel. The scheme involves a total of two millions.

KWANGTUNG SALT CROP.

With regard to the Kwangtung salt crop of this year, a pessimistic outlook was held at one time. The weather conditions have improved since and now a normal harvest is assured. At Polantien and Pitsawo the season has been brought to a close, and the only salt field still kept operating is Shuang'awon near Port Arthur. In Japan this year the salt crop has come out better than expected, and something very near average returns is promised.

REMOURS ABOUT HUNAN MINES.

The Directors of the Canton Military Government have telegraphed to the President and the Prime Minister stating that according to reports received from the Hunan gentry, General Chang-pao, Tschun of Hunan, has been negotiating with a certain British engineer for the mortgaging of all Government owned mines in Hunan for a loan of \$30,000,000 for local use. They point out that owing to the protracted struggle between the North and the South in that province, the people there have been looking for the resumption of all industrial works to relieve the difficulties of the time. With the mortgage of these mines, all hope of prosperity will be gone, therefore the people have decided to protest even with force, etc. The Directors request the Central Government to send a telegram to General Chang Ching-pao ordering him to cancel the negotiations.

NO COAL FOR JAPANESE SHIPS AT PORT SAID.

Tokyo, October 3.—The British authorities at Port Said have announced that hereafter no coal will be supplied at Port Said and other ports in Egypt to any ships except naval and military trans-

sports and British ships bound for foreign ports, according to a despatch received by the Osaka Shosen Kaisha on October 1. It is believed that this decision is due to a great diminution in the stock of coal in the Egyptian ports owing to the strike in England, but some Japanese newspapers interpret the restrictions on the supply of coal to foreign ships as an attempt to bring pressure to bear on Japanese shipping with a view to restoring the trade lost during the war. Owing to the prohibition of supplies of coal to foreign ships at Port Said the Japanese ships trading with Europe would be able to meet the situation by taking bunker coal at Colombo on their outward voyage and at Marseilles on their return voyage. It is impossible, however, to obtain sufficient supplies of coal at Colombo, if the report, received in Japanese circles on September 30, is true, that no coal except the quantity necessary to reach the next nearest port will hereafter be supplied at Colombo. The report mentioned that this restriction did not apply to the ships of the P. & O. Company, the British India Steam Navigation Company and the Messageries Maritimes. In view of these exceptions the view is taken among some Japanese quarters that the action of the British authorities in restricting supplies of coal is designed to handicap the operations of Japanese shipping. This complaint dates back to March when supplies of coal to Japanese ships at Calcutta were restricted. The restrictions were withdrawn as the result of communications between the Japanese and the British authorities. On September 20 it was reported that the British authorities at Bombay had intimated to the agents of Japanese shipping companies that supplies of coal would have to be restricted on account of a breakdown in the railways used for the transport of Bengal coal, and there has since been a considerable decrease in the supplies for Japanese ships. The restrictions are now to be enforced at Colombo while no coal whatever is to be supplied at Egyptian ports. It is said that the Japanese shipping companies affected thereby will endeavour to get the restrictions modified, acting through the Japanese authorities.

PICTORIAL SUPPLEMENT.

THE HARBOUR SWIM.

(Photos: by Mee Chern.)



Some of the competitors. Johnstone (the winner), reading from right to left, is the fourth figure.



Mrs. RICHMOND,
(first lady to compete in the swim.)

THE AUSTIN-GORDON WEDDING.

(Photos: by Mee Cheong.)



Bridal couple leaving the Church, passing under archway formed by Volunteer Firemen's axes.



Photo: Mee Cheong.

Scene at Ministering Children's League Bazaar at Government House.
H. E. The Governor (wearing a felt hat) is seen in the centre of the picture.



Bridal group taken outside the Church.

CHILDREN OF THE KING AND QUEEN OF BELGIUM.



The New Orleans City authorities are selling food at cost price. Above poor children are seen begging to be served next.



PRINCE CHARLES



PRINCESS MARIE JOSE



PRINCE LEOPOLD



A pure American Indian wedding couple, photographed amid the ruins of their ancestral homes in Colorado. The bridegroom has just returned from war service.

Arrived in China — the new "toasted" cigarette

LUCKY Strike, it's called, And just exactly as you prefer 95% of your food cooked, you will now prefer your tobacco toasted.

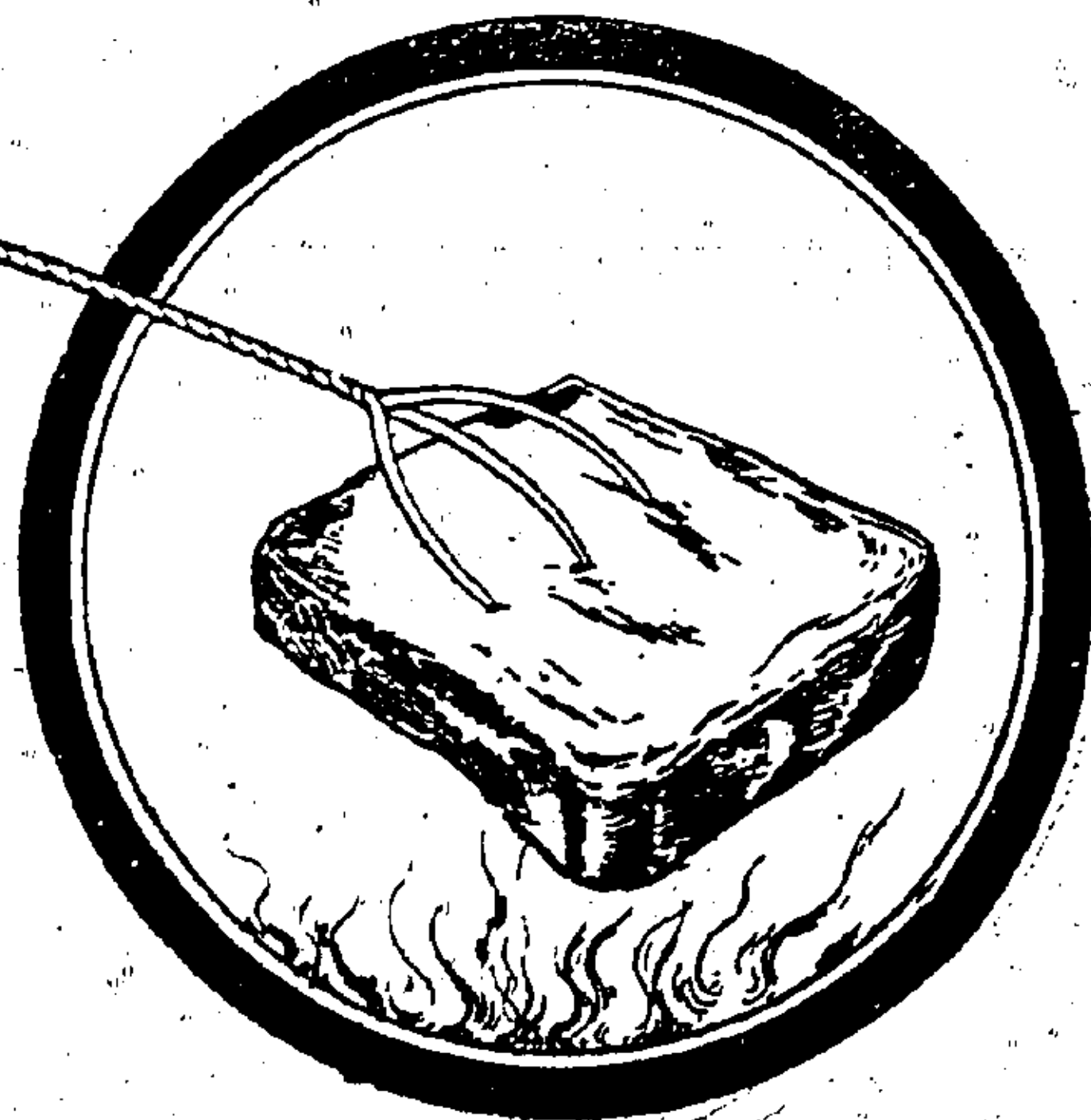
Cooking (toasting, broiling roasting) makes things delicious, appetizing, and savory, because it develops flavor. You don't eat raw steak or drink raw coffee. You like toast better than bread—especially fresh buttered toast.

We toast the Burley tobacco for Lucky Strike cigarettes to develop the utmost Burley flavor and seal it in, so it's always there for you. That's what toasting does.

You're in for a new flavor when you join the Lucky Strike Smoke circle—with the real Burley cigarette.

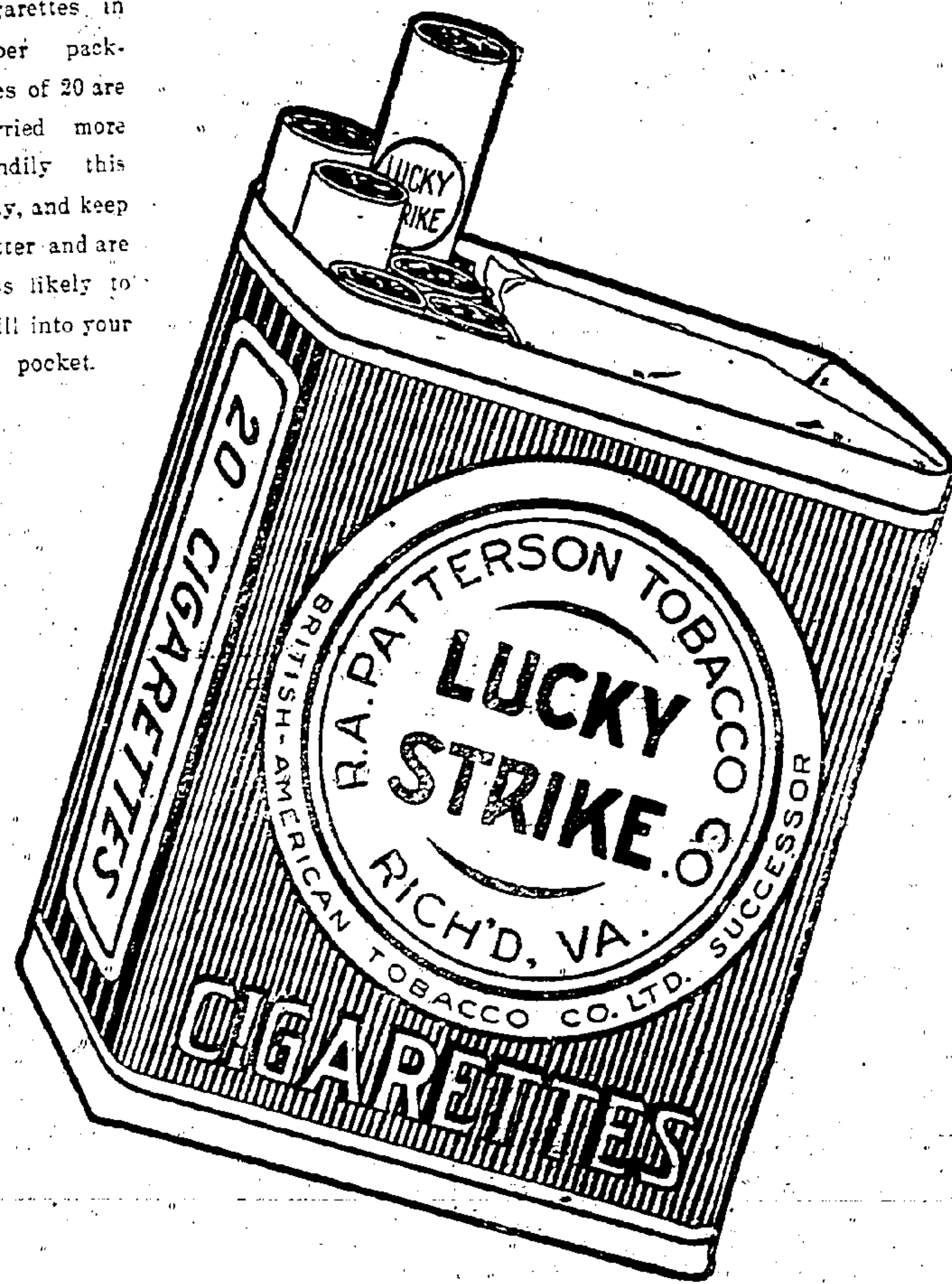


Toasting improves tobacco
just as it improves bread.



How to open the package

Tear off part of the top only, as shown.
Cigarettes in paper packages of 20 are carried more handily this way, and keep better and are less likely to spill into your pocket.



OBTAINABLE AT ALL TOBACCONISTS.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

NOTICES.

"Golofina"

JAMAICA

CIGARS

These High-Class Cigars can now be obtained at all Stores.

PRICES:

PERFECTOS:

\$8.00 per box of 50 Cigars
\$4.00 " " " 25 "

BOUQUET FINOS:

\$3.00 per box of 25 Cigars.



"PERFECTO"
Actual Size.



"BOUQUET"
Actual Size.

This Advertisement is issued by British-American Tobacco Co., Limited.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.
H.K. & S. Banks s. \$640
Marine Insurances.

Cantons ss. 440
North China b. 200
Unions s. 210
Yangtzes n. 270
Far Eastern b. 233

Fire Insurances.
China Fires n. 138
H. K. Fires b. 345

Shipping.
Douglases b. 82
Steamboats s. 24 1/2
Indos (Pref.) n. 30
Indos (Def.) b. 200
Shells n. 185/-
Ferries b. 30 s. 33

Refineries.
Sugars b. 175 sa 170
Malabons s. 45

Mining.
Kailans b. 82/-
Langkats n. 119 1/4
Shanghai Loans n. 210
S'hai Explorations n. 38/3
Raubs b. 47/6
Tronohs b. 47/6
Ural Caspians b. 47/6

Docks, Wharves, Godowns, &c.
H.K. Wharves n. 110
K. Docks b. 175
Shai Docks n. 120
N. Engineerings n. 123

Lands, Hotels & Buildings.
Centrals n. 109 1/2
H.K. Hotels n. 120
L. Invest. s. 120
H'phreys Est. s. 9
K'loon Lands n. 46
L. Reclamations n. 175
West Points n. 90

Cotton Mills.
Ewos b. 1390
Kung Yiks b. 141
Lau Kung Mows n. 140
Orientals n. 140
S'hai Cottons b. 1260
Yangtzepeeps b. 121

Miscellaneous.
Cements n. 7 1/4
China Borneos b. 12 1/4
Do. Light b. old 7 1/2 new 5 1/2
China Providents s. 8 1/4
Dairy Farms s. 24
Electrics H. K. sa. 90 1/2
Electrics Macao n. 34
Hongkong Ropes n. 29 1/2
Hk. Tramways s. 8
Peak Trams, old s. 7
Do. new n. 80 cts.
Steam Laundries b. 3 1/4
Steel Foundries b. 10
Water-boats s. 15
Watsons b. 610
Wm. Powells b. 12
Wisemans b. 29

NOTICE.

MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND

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SOLE PROPRIETORS OF
YAKUSHIMA COAL, MITSUBISHI COAL, SAGO,
KANAGAWA, SHIMIZU, KAMIMURA, SIDA,
AND OTUBARI COAL MINES.

Agents for SAKITO COAL.

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POST OFFICE.

CHRISTMAS AND NEW YEAR PARCEL MAIL.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on the 31st October. This Mail is due in London on the 17th December. The above date of departure is liable to alteration.

INWARD MAILS.

Straits:—Per DUNERA, 25th Oct.
U.S.A. Canada and Manila:—Per EMPRESS OF RUSSIA, 25th Oct.
Straits:—Per TOSAN MARU, 26th Oct.
Shanghai:—Per SINKIANG, 26th Oct.
Straits:—Per TAMBA MARU, 25th Oct.

OUTWARD MAILS.

TO-MORROW.
Macao:—Per SUI AN, 26th Oct., 8.30 a.m.
Shanghai and North China:—Per DUNERA, 26th Oct., 9 a.m.
Hohow and Pakhoi:—Per KWANGSE, 26th Oct., 9 a.m.
Swatow, Amoy and Formosa via Keelung:—Per AMAKUSA M., 26th Oct., 9 a.m.
MONDAY, 27TH OCTOBER.
Philippine Islands:—Per TAMING, 27th Oct., 2 p.m.
Philippine Is.:—Per TAMING, 27th Oct., 2 p.m.
Swatow, Shanghai & North China:—Per WOSANG, 27th Oct., 5 p.m.
TUESDAY, 28TH OCTOBER.
Swatow and Bangkok:—Per LIANCHOW, 28th Oct., 9 a.m.

Japan via Nagasaki, Streets, Bangkok, Ceylon, Mauritius, S. Africa, India via Dhannakodi, Egypt and Europe via Suez:—Per RELEUS 28th Oct., Reg. 9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed on Monday, 27th Oct., at 5 p.m.

Hongkong, Oct. 25, 1919.

Shanghai and North China:—Per SUIYANG, 28th Oct., 10 a.m.
Swatow:—Amoy and Foochow, Per HAIHONG, 28th Oct., noon.
Dairen:—Per TUNG SHING, 28th Oct., 1 p.m.
Straits, Bangkok and Calcutta:—Per KUMSANG, 28th Oct., 2 p.m.

WEDNESDAY, 29TH OCTOBER.
Japan via Nagasaki, Honolulu, Canada, U. S., Central and South America, and EUROPE via SAN FRANCISCO:—Per SHINYO MARU, 29th Oct., Reg. 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 30TH OCTOBER.
Hohow Pakhoi & Haiphong:—Per KAIFONG, 30th Oct., 9 a.m.
Shanghai and North China:—Per SINKIANG, 30th Oct., 11 a.m.

FRIDAY, 31ST OCTOBER.
Straits, Bangkok, Ceylon, Mauritius, South Africa India via Dhanushkodi, Egypt & EUROPE via MARSEILLES:—Per KAGA MARU, 31st Oct., Reg. 9.45 a.m. Letters 10.30 a.m.

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